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N. LAZARUS
Ophthalmic Optician.

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HOLIDAY EXCURSION TO MACAO:—

On WEDNESDAY, the 1st JULY, 1931

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE.—All Steamship Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

Today,
(June 30.)

Formation of Heaven and Earth (Tien-ti-tao-fu).

Rotary Tiffin, Lane, Crawford's, 1 p.m. Speaker: Mr. B. Wylie on "East, West; Home's Best."

Laumer's sale of watches, jewelry, etc., at Sehnet Freres, York Building.

Hughes' and Hough Sale of Stores, Wellington Barracks, 9.30 a.m.

Queen's Theatre: "City Lights."

World Theatre: "Camoo Kirby."

Star Theatre: "Sunny Side Up."

King's Theatre: "Splinters."

Central Theatre: "Stolen Fruits."

Majestic Theatre: "Follow Thru."

Dinner Dances at Hong Kong Hotel and Peninsula Hotel.

European Mail:—Outward: Europa via Siberia (Heian Maru) 8.30 a.m.

Tides:—High at 8.50 and 1.30; Low at 2.05 and 4.23.

Wednesday.

(July 1.)

Public Holiday.

Dominion Day, Canada.

Water Polo:—First Division: V.R.C. v. S.W.B.; Second Division: V.R.C. "A" v. C.A.A.; 12th Heavy Batt. v. 11th Heavy Batt.

Tennis:—"B" Division: C.O.C. v. Recreation, C.S.C.C. v. I.R.C., A.T.C. v. K.C.C., University v. M.B.K., H.K.C.C. v. N.C., C.R.C. v. U.S.R.C.

"C" Division: R.S.C. v. Y.M.C.A., I.R.C. v. C.C.C., K.I.T.C. v. C.R.C., S.C.A.A. v. Recreation.

Mixed Doubles: L.R.C. v. C.R.C., I.R.C. v. K.C.C.

Queen's Theatre: "City Lights."

World Theatre: "Camoo Kirby."

Star Theatre: "On the Level."

King's Theatre: "Rookery Nook."

Tea Dance at King's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

Tides:—High at 9.33; Low at 2.40 and 5.05.

Thursday.

(July 2.)

Feast of Tamuz.

Queen's Theatre: "City Lights."

World Theatre: "Last of the Duanees."

Star Theatre: "Double Cross Roads."

King's Theatre: "A Devil With Women."

Dinner Dances at Hong Kong Hotel and Peninsula Hotel.

European Mail:—Inward: Europa via Suez (Khyber).

Tides:—High at 12.14 and 10.14; Low at 3.20 and 5.45.

BACK TO TWO PARTIES?

SIGNIFICANCE OF THE LIBERAL SPLIT.

MR. LLOYD GEORGE UNCHANGED AND UNREPENTANT.

The following article by A.A.B. in the "Evening Standard" was, of course, written long before the news of Sir John Simon's split with Liberalism. Such a move has been clearly foreseen and the implications are here reviewed.

There was a famous diplomatist of whom it was said that he deceived nobody by his riddiddles. Who does anything but smile at Mr. Lloyd George's repeated and earnest assurances that there is no bargain between the Liberty Party and the Socialist Government? There are many transactions in which an understanding is better than a pact.

Nobody who reads or talks politics can be blind to the fact that the Liberals led by Mr. Lloyd George are moving steadily towards the Left. Indeed, it would be strange if the Chief were not going that way, seeing that the taxation of land and some form of proportional representation have always been among his pet policies.

The war concealed for eight years the inner heart of many statesmen, and people forgot the revolutionary politician of 1910 in the Prime Minister of 1916. But the leader of the post-war Coalition has not changed a bit. He is by birth, upbringing and class prejudice an equalitarian, who is only restrained by the fact that the years have brought him worldly goods.

Will Lloyd George Eat MacDonald?

It is fair to add that he is genuinely addicted to the heresy of free imports, and that his hatred of Mr. Baldwin is as real as that of Mr. Baldwin for him. These things combine to make it impossible that he should revive the Liberal Unionist alliance of 1888, or repeat the coalition of 1918. As Mr. Lloyd George must take a leading part in politics, what is left for him but to return to his real predilections, though his associates may not be those which he would have chosen for himself?

The question is, will Mr. Lloyd George eat Mr. MacDonald? Or will Gresham's currency law apply to politics, and the baser kind of Socialists drive out the Lloyd Georgian Liberals?

Everyone appreciates the unpleasant truth that if Mr. Baldwin or Mr. Lloyd George were to retire or die the face of politics would be changed, and the destiny of the

nation be altered. "Tis true, 'tis pity, and pity 'tis 'tis true." Sir Edward Grigg has published a pamphlet on "Three Parties or Two?" The writer shares the opinion of most thoughtful men that there is only room in the British parliamentary system for two parties, which outside this country are distinguished as the Right and Left.

He also perceives that, as I have been saying, there is a steady drift of those Liberals who follow Mr. Lloyd George towards the Left or Socialist Wing, away from the Liberal faith of the last century, of which the central doctrines were individual liberty.

Saving the Liberal Remnant.

Nineteenth century Liberalism was supported by the Dissenters and the Whig aristocracy, led by Palmerston and Gladstone. All have disappeared, not merely the men, but the things they stood for. What will happen to twentieth century Liberalism, a remnant it is true, but a remnant containing much in the way of brains and principles and property that cannot be spared from our public life? We ought not, if we can help it, allow them to be washed down by the gulfs of Socialism: we ought to extend them, if it may be, the hand of political friendship.

Sir Edward Grigg, the former Liberal member for Oldham, and Governor of Kenya, proposes that those Liberals who will not follow Mr. Lloyd George into Mr. MacDonald's camp should definitely break away and form an alliance with the Conservatives upon the model of the Liberal Unionist Party in 1888, which kept the Irish Secessionists at bay for thirty-six years. Sir Edward's proposal is not new. Before the election of 1929 I proposed that Conservatives should join with the Liberals in forming an anti-Socialist party to defeat the common enemy by agreeing not to fight one another in the constituencies, as was done in '88 and subsequent years up to the war. I was answered unanimously that coalition with Mr. Lloyd George was impossible.

(Continued on Page 3.)

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Roast Chicken and Dressing
Cold Leg of Lamb
Mixed Salad
Roast Potatoes. Boiled Potatoes.
French Beans. Pineapple Compote.
Fruit. Tea or Coffee.
LIFT TO GRILL ROOM
IN WYNDHAM ST.



THE H.K.V.D.C. TRIAL.

SOME POINTS ON TUNING FOR THE TRIALS NOVICE.

(By CAMSHAFT.)

The news that the H.K.V.D.C. motor section trial this year is to be held over a very sporting course is of great interest to local motorcyclists, since this type of trial in the Colony is something of an innovation. It will no doubt provide many of the competitors with their first experience of cross-country riding under trials conditions, and consequently with the first occasion on which they have felt that they should subject their machines to some sort of specialised tuning and preparation befitting a competition.

It is to these riders that the following remarks are really addressed for they will deal only with the most elementary aspect of tuning, and lay no claim to a comprehensive survey of the fundamental principles, and, if they are followed to the letter the rider will realise that he has done little more than subject his machine to a fairly decent overhaul. In many cases even this will not be necessary, for you must remember that you are preparing the bus for what in England would be considered a fairly easy event, not for the T.T. and if you are the owner of an up-to-date model which you habitually keep in good tune there is little you need do in the way of preparation.

The Secret of Tuning.

The real secret of tuning consists of little more than ensuring that everything is just right, though this rightness must extend to the most meticulous accuracy in all parts, even to wheel balance. That is a definition good enough for any dictionary, and is really the main principle on which machines are vetted for the most important events; but don't allow it to scare you, because it takes expert tuners weeks and months to ensure that everything is just right, and the job in its entirety is one which the average amateur is incapable of tackling. Still, you can do all that is necessary to get your machine in sufficiently good trim for the event we are concerned with, and so the following rules are appended for your guidance.

For Your Guidance.

Take the engine down, clean and decarbonise it thoroughly, and check up all bearings, replacing those that are seriously worn. Pay great attention to the valve guides and valves; guides that are worn must be renewed if you want any efficiency out of your engine, and valves that are really badly pitted should be scrapped and new ones fitted, as excessive grinding-in will soon ruin the valve seats—and here we have an important point; the valves must seat perfectly; they should be ground in first with metal polish; if you want to take the job to the absolute limit, you can use jewellers' rouge after that.

Remove all high spots from the piston with a fine nail file, and polish up the top with metal polish, and, if you have a friend in an engineering shop, ask him to buff it up for you at the works. I am not going into the question of decarbonising the engine in detail, but will mention en passant that you cannot have the inlet and exhaust ports of the cylinder head too highly polished.

Check up the valve clearances; this is a job best done on the road. (Continued on next column.)

THE LIGHTER SIDE.

THE TYRANT.

I know a haughty motor-car
That owns a little man;
On all his other pastimes
It sets relentless ban;
He can't do anything he likes,
Although he thinks he can.

It lets him wear a leather coat
And take the driver's seat,
And make preliminary sounds
And do things with his feet;
And, when it thinks it will, it starts
And ambles down the street.

It will not take him very far,
It does not like the rain,
And when he starts on doubtful days

It takes him home again,
In humble hope to stay
Endeavouring to explain.

He tells you that its "not much fun,"

He's sure that you will find
An omnibus, or tram, or train,
Or something of the kind.

The roads are really awfully bad;
He hopes that you "won't mind."

Then, armed with rolls of ritual rag,

He gently slips away,
And pours libations liberally
In humble hope to stay.

The wrath which may refuse to take
Him for his holiday.

I hope it will be kind to him;
I hope one day that I

May meet him trending country-wards
Beneath a summer sky,

Propelled by his oppressor in
Pretended majesty.

Mrs. A.: "The lecture at our club next week is on auto-suggestion. You must come."

Mrs. B.: "Auto-suggestion? If it's a new scheme to get one's husband to buy a car you can count me in."

when your engine is warm and you can find out which clearances suit your engine best.

Gear Box and Bearings.

Strip the gear box, wash it out with kerosene, check up the bearings and refill with fresh oil. Pay attention to the gear adjustment, and pin all castellated nuts in the gear control; oil all bearings in the gear lever unions.

Overhaul the wheel bearings, and check the wheel alignment; fit new and heavy tyres if you can afford it, otherwise stop all the holes with dope, and examine the patches on the tubes, renewing those which seem old or give evidence of weakness. Be careful to replace the tyre on the wheel in perfect truth; as I have experienced serious wobbles through the rear tyre not being in perfect alignment on the wheel.

Above all, submit the forks and steering assembly to the most rigorous inspection; remember they are going to be subjected to stresses greater than any roads, even those in Hong Kong, can provide, and it is a source of embarrassment to have your forks break when you are battling along at 25 over the rough stuff.

Driving Chains.

Inspect and adjust the driving chains, renewing old ones if possible; if the chain appears to be stretched in parts only, don't scrap it until you have examined the sprockets, for one of them may be unevenly worn. As I said at the beginning, of this article, I have only touched very lightly on the most elementary principles of the tuning game, but if a machine is vetted as I have indicated, it will at least be in better trim than the very great majority of machines which are driven day in and day out without any care at all, and since one of those same machines will probably be taken out of its garage, old, rattling, filthy and on its last legs, to win the forthcoming event, you at least won't be able to blame your bike for the terrible show you put up in your first trial.

A.J.S. TRANSVERSE.

DETAILS OF A POPULAR BRITISH MACHINE.

The A.J.S. Transverse Twin Cylinder Model strikes a new note in Motor Cycle design. It possesses every desirable feature of modern motor cycling, such as Silence, Smooth Running, Perfect Steering and Road Holding qualities, Comfort, Accessibility, Splendid Acceleration and a High Average Speed.

The Twin Cylinder Engine is set across the frame, the cylinders projecting slightly on either side, thus both cylinders are in an equal air stream, which is not deflected by the front mudguard, consequently both are equally and perfectly cooled. No multi cylinder engine with the cylinders in line can claim that both cylinders run at the same temperature. The A.J.S. Transverse Twin Engine is built on car lines, the valves being housed in the cylinder block, not in the head, thus facilitating decarbonising and valve grinding. The head is of aluminium and is quickly detachable. The two camshafts and all the valve gear are the very latest car practice, including chain drive to the camshafts. Tappets, Valves and Valve springs are totally enclosed, yet readily accessible for inspection or adjustment. The Carburettor operated by Twist Grip control is placed between the two cylinders and is therefore readily get-at-able.

From the engine the drive is taken to the gearbox by a totally enclosed propeller shaft, mounted at each end on flexible self-centring Hardy couplings, which ensure that no strain is transmitted to either engine or gearbox bearings. This primary drive does away entirely with the front chain and requires no adjustment, lubrication or attention whatsoever. It is absolutely silent in operation, and the engine and gearbox bearings are not subjected to any load which is exactly opposite in the case of an all chain driven machine. This "in line" drive is converted into a right angle drive by means of spiral bevel gears in the gearbox which are silent in action and indefinitely wear resisting. The final drive is by a short chain totally enclosed to a quickly detachable rear wheel. Starting is by foot pedal on the right-hand side of the machine.

The frame is of the full cradle type with Duplex front and rear tubes, and owing to its scientific design and low centre of gravity, the steering is irreproachable.

The electrical equipment is controlled from an Instrument Panel on the top of the chromium plated petrol tank, the current for ignition and lighting being generated by a dynamo and 6-volt accumulator with coil and distributor.

The machine is adequately mud-guarded, the buck being 6 inches wide and is hinged for easy wheel removal.

Much research and experiment has gone into the production of this model which has features and characteristics all its own. There is a fascination about it which can only be realised by actual experience—it possesses just that "something different" which immediately places it in a class by itself. The whole layout is compact and every part is readily accessible, and in workmanship, performance and appearance it will be found to live up fully to the reputation of A.J.S.

A glance through the specification will reveal that this is most complete and comprehensive.

The Engine combines that absolute smoothness of running which is usually only to be found in a four-cylinder engine. The two cylinders which are set at an angle of 90 degrees embody the very latest design features.

Special attention has been given to the combustion chambers and ports, and these are such that they afford maximum efficiency and power output. The two connecting rods are mounted side by side as in usual A.J.S. design, and have a single row of rollers to each. The main shafts are carried on ball bearings, and the method of driving the two sets of valve gear is by means of chains with patent tensioning device, similar to that employed in our famous overhead camshaft models. The whole runs in an oil tight case and therefore works under ideal conditions.

The mounting of the dynamo and distributor are carried on either side of the engine. The former is driven by a flat belt which by its very nature cannot damage the dynamo in the case of a back-fire or violent acceleration.

The robust and scientific construction of the frame is remarkable. Large diameter tubing of fine quality is used throughout, and has generous proportions in the single top tube. This frame allows the engine and transmission to be carried well down, consequently a low centre of gravity is attained ensuring riding conditions. Despite this low centre of gravity the ground clearance is nearly 6 inches making the machine ideal for Overseas use.

SMOOTH TIRES AND HIGH SPEEDS.

NON-SKID TREAD IS ESSENTIAL FOR QUICK STOPPING.

The responsibility for control and stopping ability of the car is placed in the tyre tread in a statement by Benjamin G. Eynon, Commissioner of motor vehicles of the State of Pennsylvania. Commissioner Eynon's statement is as follows:—

"Drivers operating cars with tyres worn smooth should have their car under control at all times, particularly when the pavements are wet."

"Drivers of such cars are practically helpless when an emergency confronts them. When brakes are suddenly applied there is no traction or resisting power from worn tyres against the pavements."

"Firestone brought out the first non-skid tread, and this has always been one of the greatest factors for safety in the automobile industry. Firestone has always devoted its full research facilities to tread development, and this year has made improvements in the tread contour

and provided a deeper non-skid tread, giving 25 per cent. more non-skid wear to the tyre and greater safety than ever before.

"The majority of motorists now realize that when they buy a set of new Firestones with a real non-skid tread design they are making a wise investment in safety. The Firestone cross and square design has hundreds of sharp non-skid angles to prevent skidding. The tread is scientifically designed and tested so that the Firestone tyre 'Clings to the Road.'"

"It was in the interest of greater freedom from slipping and skidding, and greater riding comfort that Firestone brought out the first balloon tyre, marking another new epic in tyre building. This development was made possible largely through the Firestone Gum-Dipping Process. Then still another patented factor for safety and strength was developed, the Firestone Patented Double Cord Breaker with two extra plies under the tread giving the tread greater adhesion and support."

"Tyres today cost less and give far greater value than ever before in history, so that good tyres are undoubtedly the most economical insurance of motoring safety."

RUST PREVENTION IN FORDS.

BONDERIZING THE WHEELS.

Taking another step in the prevention of rust, the Ford Motor Company is now Bonderizing the wheels, fenders and other parts of the Ford car and truck that are most likely to be scratched or marred. The exposed metal parts of the Ford car are made of rustless steel which not only will not rust but is also immune to tarnish or blemish.

No matter what kind of a finish a motor car has, there is always the possibility of the enamel being scratched. Often this happens while the car is parked.

When the surface is scratched and the bare metal is exposed it rusts. Furthermore, the rust acts as a wedge and creeps under the enamel causing it to peel. Consequently the car soon takes on a shabby appearance.

In the manufacture of the Ford car, the wheels, fenders, running board shields and front splash pans are now treated with Bonderite, a treatment to diminish rusting, before they are assembled. If the enamel should be scratched even to such an extent as to expose the raw steel, this treatment will prevent the growth of rust.

CHANGE TO THE RED RING

The red ring where the tread meets the wall is the hallmark of India Super Tires. Enthusiastic users of India Super Tires know, from experience, that the red ring is their guarantee of service from their tires.

Built of the very finest materials—strong, elastic cord fabric—pure amber friction—firm, long wearing, ground-gripping tread—India tires will outwear, outrun any tire made. And their black beauty with this distinctive red stripe adds greatly to the appearance of any car.

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NEW RECORD IN SOUTHERN CIRCUIT.

STUDEBAKER WINS "LA NACION" CUP.

Studebaker's famous President Eight has again added to its championship laurels by setting a new world record in the Southern Circuit automobile race of South America to win the coveted "La Nacion" Cup and a purse of \$8,000. The race, conducted annually at Santiago, Chile, is considered one of the outstanding speed classics in the country and is limited to strictly stock cars.

The winning President Eight roadster, owned by Santiago Lazo, young Chilean lawyer, was piloted by "Aladino Azzari," noted South American racing driver. His time for the course, of 380 kilometres was 2 hours 58 minutes 31-2/5 seconds, giving an average speed of 130 kilometres per hour. The second car to finish completed the distance in 3 hours 6 minutes 0-3/5 seconds.

"Again and again, the Studebaker covered long stretches of the course at speeds as high as 160 k.p.h., beating the official lap record five times during the event. Spectators at the race this year were afforded an exciting few minutes when one of the participants deliberately crashed his car right through a house in order to avoid hitting a crowd of over-enthusiastic persons who had broken through the police lines. The driver miraculously escaped unhurt."

"The Studebaker which won the race this year was, except for a racing body, a replica of the champion President Eight which three years ago amazed the motoring world by speeding 30,000 miles in 26,228 minutes on the Atlantic City Speedway. This record has never been equalled by any stock car, let alone benton."

"Four stock President Eights—two roadsters and two sedans—their stock status certified by the A.A.A., participated in the run, every mile and minute of which was likewise supervised by the American Automobile Association. All cars completed the distance at average speeds ranging from 63.10 to 68.37 miles per hour. To-day, Studebaker holds more official American stock car records, for speed and endurance than all other makes of cars combined."

THE PIKES PEAK CLIMB.

FIRST HONOURS TAKEN BY WILLYS SIX.

Sweeping up the famous highway to the summit of Pikes Peak, two stock Willys Six roadsters won first and second places in the twelfth annual running of the world's greatest hill climbing classic for stock held recently. The Willys Sixes, in this terrific test of power, speed and stamina, competed against the largest number of cars ever entered in the race.

The winning Willys Six covered the gruelling mountain route of 12 1/2 miles in 24 min., 18-1/5 sec. The second Willys Six was clocked in 25 min., 13 sec.

When the first car took off its mad dash up the rock bound side of the famous mount, more than 15,000 persons lined the course from Crystal Creek Canyon to the finish line at the summit.

Dashing across the starting line at Crystal Creek Canyon, 9,150 feet above sea level, the Willys Six began the dangerous and gruelling race against time—a race which is recognized as one of the sternest tests of a car's power, speed, in-built stamina and safety.

Into the "flats" of the lower ranges the Willys Six flashed around curve after curve and the steady hum of its 65-horsepower engine echoed back through the massive canyons. With the first five miles out of the way, the car whirled past Glen Cove where thousands had gathered to witness the famous classic, and then carried on to the top.

NEWS FROM EVERYWHERE.

ROUND TABLE CONFERENCE SEQUEL.

A sequel to the visit of one of the Round Table Conference delegates to a well-known Coventry motor works is reported by a Madras firm of automobile distributors.

The Dewan Bahadur Raghaviah was so impressed by what he saw at the Hummer factory that he prevailed upon the Pudukota State authorities to purchase a "Saipo" tourer for use at State functions.

"GLAZING" 1,000 CARS—DAILY.

Some idea of the amount of Triplex safety glass used can be gathered from the fact that the glass consumed each day would more than cover two large skating rinks.

A day's capacity, most of which is absorbed by the motor trade, amounts to 6,000 panes of the finished product, this being composed of 12,000 sheets of glass and 6,000 pieces of celluloid. From these figures it would seem that as much glass is used for motor cars to-day as for houses.

BRITISH MOTOR CYCLES IN EUROPE.

At the recent Exhibition at Prague, H.E. the British Ambassador to Czechoslovakia, together with the Commercial Attaché, paid a special visit to the Ariel Stand, where they showed a keen interest in the new 4-cylinder model.

In the course of a speech, the Commercial Attaché paid a tribute to Ariel products, and the vast organization responsible for their production.

In Germany, too, the advent of the "Square Four" has aroused considerable excitement in motor cycling circles, and a great reception has been given to the new model wherever it has been shown.

43,000 MILES ROUND THE WORLD BY MOTOR CYCLE.

News is just to hand of the arrival of Lieut. I. S. Kravich-Soboleff at Calcutta, and of the enthusiastic reception accorded him on the completion of his wonderful journey on an Ariel motor cycle, after crossing 200 countries and travelling a distance of 43,000 miles.

He started his World Tour from India on a 500 c.c. Ariel, and travelled southwards via Persia, Egypt, through Europe and England, then went to the States, and toured the whole of South and North America, including Canada. During this long journey he crossed thousands of miles of desert and rough virgin country, fought his way through dense forests, and overcame many other obstacles and dangers in his path.

It says much for his faith in his machine that he undertook so tremendous a task.

OIL COMPANIES BUY ALBION 6-TONNERS.

A new model, an overtype 6-tonner, is now being produced by the Albion Motor Car Co., Ltd., of Glasgow, Scotland. Among the first purchasers of this new type are the Texas Oil Co., Ltd., and the Anglo-Dutch Petroleum Co., Ltd.

A ROLLS-ROYCE COMPLETE FOR £1,695.

It is not only among baby cars that British manufacturers to-day offer remarkable value for money. The 20/25 h.p. Rolls-Royce, which is the smaller of the current models, fitted with an enclosed limousine body, is now available at the very moderate price of £1,695, and can be supplied from stock in a number of different colour schemes.

DESIGNED FOR WORLD CONDITIONS.

By far the most important event of recent weeks in British motoring circles has been the introduction of the new Hillman "Wizard" world model, which took place at the Royal Albert Hall in London, in the presence of a thousand guests. The great building has been the scene of many functions of national importance, but seldom has commerce had any part in these. On the occasion in question, however, the gathering was unique; there were present members of the Cabinet, ex-Ministers and the representatives of many foreign powers, besides those connected with all branches of the Empire's commerce and industry and the heads of several of the leading contemporary British motor manufacturing concerns.

The "Wizard" is certainly of outstanding interest to motorists in all countries for it has been designed throughout for world conditions and has only been put into production after the most strenuous testing both at home and abroad. The demands of all potential users have been met by offering a choice of engine size in the same chassis. Thus there is a 15.7 h.p. engine and a 20.0 h.p. engine; both are 6-cylinders and the choice is left entirely to the buyer, for the cost of the car in each case is identical. When it is added that the home price of the 5-seater tourer and the family saloon is no more than £270, it will be realised that this new model is something very out of the ordinary.

STRANGE TRANSACTION.

An Italian cafe proprietor recently concluded a strange transaction. He acquired a small second-hand motor car in consideration for 10,000 cups of coffee in an exchange deal. If he is to get value from the deal the vendor of the car would seem likely to spend the greater portion of his time in imbibing the proceeds of the transaction. Twenty-seven years hence, under the terms of the contract, he will still be drinking his morning coffee without any question of "spot cash" arising.

TRIUMPH WINS IN ITALY.

The opening of the Italian racing season coincides with the victorious performance of the English Triumph Motor Cycle. Italy has produced many outstanding exponents of the motor cycling racing game, and hill climbing events can always be relied upon to attract a good entry.

In the recent Torreglia-Castelnuovo Hill Climb the mountainous course was 4.0 kilometres long, rising in height to 320 metres, with no fewer than 25 bends and the numerous entrants were handicapped by a strong head wind. In the 250 c.c. and 500 c.c. Expert class events Triumphs were first, and in the Tourist categories Triumph was second in the 250 c.c. and second and third in the 500 c.c. events. Triumph Teams netted the Padova Motor Club Cup, the Pirio Cup and the Torreglia Cup.

BENDS AT NIGHT.

WHEN THE DIPPER OR DIMMER IS OF SPECIAL VALUE.

While many motorists are considerate to other drivers in the matter of dipping or dimming their head lights when the other vehicle is encountered on a straight road, there is a widespread tendency to leave the dipping or dimming switch severely alone on a bend or corner.

The driver of a car on the inner side of the roadway at a curve should remember that the beam of his head lamps as he swings round will sweep the outer side of the road. In doing so a powerful shaft of light will pass right across the eyes of the driver with the outer berth, and will tend to dazzle him just when it is most important for him to have a clear view both of the road edge and also pedestrians or cyclists who may be near it ahead of him.

The man in the outer berth is turning to the right, so he can at best obtain little assistance from his head lamps, for, since they do not swivel with the car's front wheels, the greater part of their illumination is wasted on the hedge or wall on his left hand. To dip and swivel his lights merely makes the position worse. It is in these circumstances that the man on the inside should be particularly careful to dip or dim.

Incidentally, with the dip-and-switch type of head lamps, it is often beneficial for the inner berth driver to use the control for his own advantage, since by switching his near-side lamp beam farther to the left he obtains an effect resembling that which is produced by a head lamp swivelling with the steering wheels.

metaphor, a Labour-Socialist Government can't promote prosperity, what is the use of it?

By no stretch of courtesy can the Socialist Party be said to represent the intellect, the political experience, the commercial and professional ability, or the property of the country. If they can't serve manual labour by curing unemployment, why lumber they the ground of Whitehall?

These questions the constituencies are beginning to put and answer to themselves, as the by-elections show. But if by-elections prove anything, the recent polls would seem to confirm the opinion of Sir Edward Grigg that the Conservative Party alone is not strong enough to secure a commanding majority.

The country wants a Government strong enough to restore the balance of the Constitution, to reduce taxation, to cut the dole, to balance our Budgets, to simplify our laws, to save India and our China trade, and to reform our fiscal system. These are objects worth a good deal of compromise and sacrifice of individual prejudices.

BACK TO TWO PARTIES?

(Continued from Page 1.)

That barrier is now removed by Mr. Lloyd George; but does there not remain another and equally formidable one, namely, fiscal policy?

A Task for Superman.

How much of Free Trade will Liberals give up, and how much of Protection will Conservatives give up, in order to form a strong Centre Party, which will save the country from moral and financial bankruptcy, from the loss of India, and the disappearance of its eastern commerce? I am told, and can well believe, that the Simonite Liberals will agree to a moderate tariff on manufactured articles. I think Sir John Simon has said as much.

But how far will they go towards the policy of the Empire Crusaders? And how far will Lord Beaverbrook advance to meet the objections to the taxation of foreign food?

Sir Edward Grigg is aware of this difficulty and proposes as the solution a Tariff Board, "consisting of qualified men, who are to be given the independence of judges, and whose duty it will be to advise the Government of the day on the probable effect of any proposals submitted to them, and would protect them and private Members of Parliament against improper pressure of any kind." Here to my regret, I must part from Sir Edward Grigg, for such a Board, if it could be constituted, would be the Government, without responsibility. "And where," are these independent, impartial supermen to be found? And if their advice did not coincide with the opinion of the majority of the House of Commons and of the Treasury (which is the real Government in finance), it would be disregarded.

I heartily agree with Sir Edward that the formation of such a Liberal-Conservative alliance—we are not used in this country to Right, Centre and Left—is a question of great urgency. It is necessary to turn this Government out before the country is committed further to the financial shifts of the fraudulent bankruptcy and the frenzied fancies of Communist dreamers. I am not afraid of the Socialists getting a majority by an appeal to the country.

The Twilight of Socialism.

I think that Mr. W. A. Hirst is right in saying in his able article in the "current number of the Quarterly Review," that Socialism is dead, or rapidly dying. Its mortal decay began from the hour when Mr. Shaw, the Socialist Minister for Labour, admitted that he couldn't produce rabbits out of his hat. For if he can't, if, to drop

(Continued on previous Column.)

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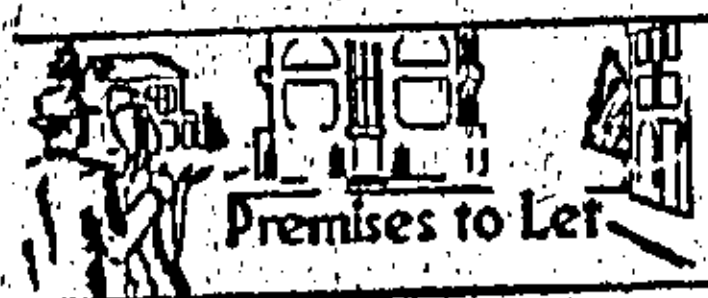
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CLAREMONT PRIVATE HOTEL, 107-115, AUSTIN ROAD, Kowloon. Overlooking Kowloon Cricket Club. Single, Double and Suites of Rooms. Modern Sanitation, Hot and Cold Water. Excellent Cuisine. Address Enquiries to **Miss ELLIS**.

DERRINGTON PRIVATE FAMILY RESIDENCE, 3, BOWEN ROAD, situated on Mid-levels in Large Grounds Next to Bowen Road Station, with Easy Access to Town. Cool Single and Double Rooms with Bathrooms attached. Modern Sanitation. Phone: 24237.

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MR. LI HON FAN, 21, Yiu Wah Street, desires EUROPEAN PUPILS, in Cantonese and prepares them for Chamber of Commerce and Government Examinations. Excellent Testimonials. [18]

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COMING! A NEW STAR IS BORN
"DISHONORED"
See Dishonored and you know
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THE PERFECTION OF
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SEND YOUR ENQUIRY TO THE
ACTUAL MANUFACTURERS
THE KILLGERM CO. LTD.
CLECKHEATON, ENGLAND

PUBLIC AUCTION.

THE Undersigned have received Instructions.

To Sell by
PUBLIC AUCTION
ON
FRIDAY, JULY 3, 1931,
At 3 P.M.

At Their SALES ROOM,
4, DUNDRELL STREET,
THE STEAM LAUNCH

"LA CONFERENCE"
with Full Equipment

LENGTH OVERALL ... 55' 3"
BREADTH EXTREME ... 10' 0"
DEPTH ... 8' 2"

Engine:
Compound, Surface Condensing.

Diameter of Cylinder 7 inches and
14 inches by 9 inches Stroke.

Boiler: 5' 3" Diameter by 6' 3" Long.

Working Pressure: 125 lbs. per Square
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For further particulars apply to
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**LAMBERT BROS.,
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NEW YORK WOMAN MAGISTRATE.

FIVE CHARGES OF UNFITNESS.

New York.—Mrs. Jean Hortense Norris, New York's only woman magistrate has proved herself totally unfit to hold judicial office, according to Mr. Samuel Seabury, the Referee, who has been investigating police graft and the working of the city magistrates' courts. He has recommended that Mrs. Norris be removed by the Appellate Court on five specific grounds.

Mrs. Norris, who is reported to be almost in a state of collapse, will be required to defend herself before the Appellate Court.

In his scathing indictment of her, Mr. Seabury declares that Mrs. Norris employed unwarranted severity in judging unfortunate women brought before her. She prided herself, according to the Referee, upon the number of women she found guilty on vice charges. She always took the word of the police officer who made the arrest, several of whom have since gone to gaol for perjury.

"Position Exploited."

She is also pronounced guilty of changing the official court record when an appeal was made to a (Continued at foot of next column.)

SHOOLBY SHERMAN

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ON
TUESDAY, JUNE 30, 1931,

COMMENCING AT 10.30 A.M.
At Their STORE,
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**THE WHOLE OF THEIR
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Gold and Silver Watches, Jewellery, Silver and Plated Ware, Caps, Cigarette Cases, Clocks, Fancy and Leather Bags, Porcelain Ware, Cut Glass, Lalique Glass, Fancy Goods, etc., etc.

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AREA—126,000 Square Feet.

BOUNDARIES—

Northeast—SAN SHAN ROAD, 350 Feet.

Southwest—MA HANG CHUNG ROAD, 350 Feet.

Southeast—PAU CHUNG STREET, 350 Feet.

Northwest—PAK TAI STREET, 350 Feet.

N.B.—PAK TAI STREET was formerly known as KOWLOON CITY ROAD and was so named in the Crown Lease Plan.

The property lies between and near MA TAO WAI ROAD and KOWLOON CITY ROAD.

A Large Shed and other Buildings, now used by a monthly tenant for an automobile business, occupy part of the site. Allowing for a 50 ft. Street from SAN SHAN ROAD to MA HANG CHUNG ROAD, and Two 8 ft. averaging lanes, the site is capable of subdivision into 57 house sites, 16' 4" x 69' 6" (end sites 17' 6" x 69' 6"). Such development is given as an example only, same would require removal of the existing buildings.

Term—75 years from 31st January 1922, with right of renewal for one further term of 75 years.

Crown Rent—\$724 Per Annum.

The Property will be sold on
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Hong Kong, June 21, 1931.

higher court, and of eliminating her rulings and remarks, which raised questions of her own unfair and unjudicial conduct at a trial.

Mr. Seabury condemned Mrs. Norris also for exploiting her judicial position by lending her name and a photograph of herself dressed in judge's robes to advertise a commercial product for a fee of \$200.

"This whole incident," said Mr. Seabury, "discloses a willingness to cheapen and vulgarise her judicial office, and in my opinion demonstrates a shocking lack of appreciation of the proprieties attaching to a judicial office."

Mrs. Norris's final fault, Mr. Seabury said, was to buy stock in a bonding company, with whom representatives she did business in court.

Another of Mr. Seabury's recommendations is the disbarment of fifteen New York lawyers.

CENTRAL
THEATRESHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

NANCY CARROLL
with PHILLIPS HOLMES
in
"Stolen Heaven"
A Paramount Picture

NEXT ATTRACTIONS—
CHESTER CONKLIN
in
"GENTS of LEISURE"
Latest Paramount Pictorial

NEXT CHANGE
A BRITISH PICTURE
SECURED AT
GREAT EXPENSE
"PLUNDER"
also
BRITISH SOUND NEWS
and
PETE MANDELL'S JAZZ MUSIC



of "General Crack," Warner Bros. all-talking Vitaphone special at the Queen's Theatre, next Sunday, is the possession of a perfect screen voice, according to Alan Crosland who directed the picture.

The voice registers with smoothness and resonance, and that technical fines which so many talking-film players lack.

Mr. Barrymore enacts a vividly colorful role in this romantic tale of adventure in eighteenth-century Europe, while the cast includes Marion Nixon, Lowell Sherman, Hobart Bosworth, Armida, Philippe de Lacy, and many others. Walter Anthony did the adaptation of the George Preedy novel.

THE SILVER SCREEN.

KING'S THEATRE.

"ROOKERY NOOK."

Do you know that Tom Walls was born in Northamptonshire in 1883, that he made his first appearance on the stage in 1905 at Glasgow in "Aladdin" and that he entered films in 1919? Now he is one of the men whose name will be recorded in the film history as being responsible for bringing delightful and typically British laughter into the cinema. As director and star of "Rookery Nook," he won *Film Weekly's* award for the best British film of 1930. He can now be seen in his prize winning vehicle, "Rookery Nook," which is having its initial showings at the King's Theatre to-day.

"A DEVIL WITH WOMEN."

A motion picture director must possess many qualities if he is to take a cold, typewritten scrip, with its shameless dissection of the players' emotions, and make of it a living, breathing film. Most of these necessary qualifications can be acquired, but to know and to understand the complex workings of that queer and unstable thing we call the human mind—that is something one is born with, or isn't.

That is largely the secret, too, of Irving Cummings' success—the man who discovered Janet Gaynor and Colleen Moore, and who made such notable films as "Behind That Curtain" and "Cameo Kirby," and took up "In Old Arizona" after Raoul Walsh's accident and made a tremendous hit of it.

Cummings has the faculty of understanding his characters, and of making them understandable to others.

In his latest production, "A Devil with Women," starring Victor McLaglen, Cummings has directed what the critics claim is McLaglen's finest portrayal—that of a dare-devil soldier of fortune, a captain in the army of a little Caribbean republic, whose encounters with a bandit leader and the dark-eyed and intriguing senorita, lead to plenty of excitement and thrills.

With McLaglen's own background of soldering and travel, this type of role is ideal, and Cummings himself has knocked about the world enough to get the utmost out of his players in getting this stirring story of the tropics.

With Mona Maris as the heroine, Humphrey Bogart as the young rival, Michael Vavitch as the bandit leader and Luana Alcaniz as Vavitch's sweetheart, the cast of "A Devil with Women" also includes such favorites as Mrs. Jimenez, M. Rice, John St. Polis, and Joe De La Cruz. The picture will have its first showings at the King's Theatre on Thursday.

QUEEN'S THEATRE.

"CITY LIGHTS."

Frederick Lonsdale, English dramatist and author, was one of the privileged few to view Charlie Chaplin's "City Lights," now showing at the Queen's Theatre, before it was placed on public exhibition.

"It is magnificent," declared Lonsdale. "It has everything. A riot of wit and broad comedy, shot through with pathos. In my judgment, I think it is the best thing Chaplin has ever done. I believe that future generations will resurrect Chaplin's tattered comedies and study them as reverently as they now study Italian primitives. He will be spoken of as people now speak of Giotto; only his fame will be a hundredfold greater than Giotto's because the film audience is universal."

The story runs true to life in a big city. Chaplin plays the part of a tramp and the other prominent members of the cast are Virginia Cherrill and Harry Myers. There is no dialogue in the production but the picture is fully synchronized with music and sound effects.

"GENERAL CRACK."

The perfect screen voice, like the perfect screen face, is probably the one that gives the least trouble to its owner under any conditions. That voice has been discovered.

John Barrymore, great lover of stage and screen, who makes his talking picture debut as the star (Continued on previous column.)

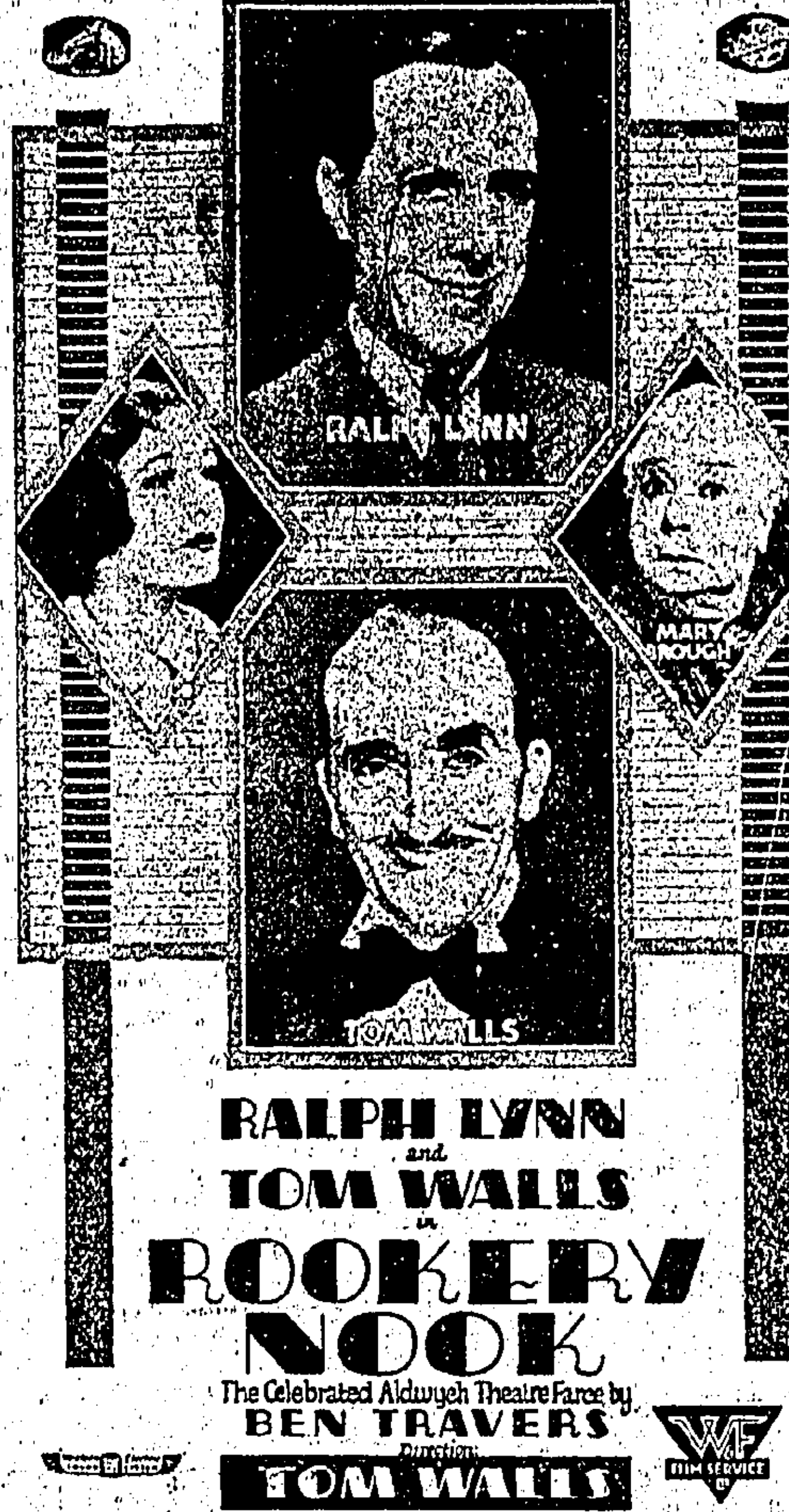
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with Mona Maris
Humphrey Bogart
and Luana Alcaniz
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RALPH LYNN
and
TOM WALLS
in
"ROOKERY NOOK"
The Celebrated Aldwych Theatre Farce by
BEN TRAVERS
TOM WALLS

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news; etc.
Relay of speech from the Rotary Club tiffin—Mr. B. Wylie on "East, West, Home's Best."

2 p.m.—Close down.
6 to 8 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.
6 to 6.42 p.m.—

"Variety."

Band—"Madonna Bruna."—Eldorado Tango Band.
Band—"Quatro Besos."—Eldorado Tango Band.—MR321.

Song—"Would You Like to Take a Walk?"—Greta Keller (Contralto).
Song—"Ten Cents a Dance."—Greta Keller (Contralto).—MR319.

Cornet Duet—"Rippling Ripples."—Jack Mackintosh and William Oughton.—MR312.

Cornet Duet—"The Merry Makers."—Jack Mackintosh and John Robertson.—MR312.

Humorous Song—"We All Go Out Hal Ha! Together!"—The Two Gilberts.
Humorous Song—"Only a Gangsters Sweetheart."—The Two Gilberts.—MR318.

Piano-Accordeon Solo—"Blaze Away."—Mackenzie Reid.
Piano-Accordeon Solo—"Tenderly."—Mackenzie Reid.—MR315.

Vocal Duet—"Sleepy Hollow."—Carson Robinson and Frank Luther.
Vocal Duet—"My Heart is Where the Mohawk Flows To-night."—Carson Robinson and Frank Luther.—MR316.

7 p.m.—Stock quotations.
6.42 to 7.30 p.m.—

Overtures.

"Rienzi"—Overture (Wagner).—The Regimental Band of H.M. Grenadier Guards.—9093.

"Oberon Overture" (Weber).—Willem Mengelberg and his Concertgebouw Orch.—L2312.

"The Gipsy Baron"—Overture (Strauss).—Bruno Walter and the Symphony Orch.—L2352.

7.30 to 7.50 p.m.—

A Concert.

Song—"My Dearest Heart" (Sullivan).—Doris Vane (Soprano).

Song—"A Summer Night" (Marzials and Thomas).—Doris Vane (Soprano).—DX71.

Violin Solo—"Slavonic Dance in G Minor No. 1" (Dvorak and Kreisler).—Joseph Szigeti.—L2097.

Song—"I Pitch My Lonely Caravan at Night" (Horey and Cones).—The Hon. W. Brownlow (Baritone).

Song—"I Look Into Your Garden" (Wilmet and Wood).—The Hon. W. Brownlow (Baritone).—DB79.

Piano Solo—"Rosenkavalier"—Fantasy on Love Themes (Strauss arr. Grainger).—Percy Grainger.—DB23.

Vocal Duet—"In Springtime" (Shakespeare and Newton).—Dora Labbette and Norman Allin.

Vocal Duet—"At Love's Beginning" (Campbell and Lehmann).—Dora Labbette and Norman Allin.—4739.

Cello Solo—"Sarabande" (Bulzer).—W. H. Squire.—L2256.

7.30 to 8 p.m.—
"Sinfonia" (Bach).—Willem Mengelberg and his Concertgebouw Orch.—L2047.

8 p.m.—Local time and weather report.
10.30 p.m. (approx.)—Rugby mid-day Press news.
11.30 p.m.—Close down.

A Teaspoonful



OR SO
makes a
Whisky
and Soda
A Great
Thirst Quencher.

"ZEPPELIN" TRAVELS
ON RAILS.PROPELLER-DRIVEN RAIL CAR
IN GERMANY.

Berlin, June 21.—A remarkable record was made by the so-called "Zeppelin on rails," the propeller-driven railcar constructed by Dr. Krukenberg, which left Hamburg at 8.23 this morning and reached its goal, Spandau, a suburb of Berlin, at 9.11 a.m., attaining over a distance of 270 kilometres an average speed of 170 and a maximum speed of 230 kilometres an hour. The car which has accommodation for 24 people seated in comfortable armchairs, to-day only carried six passengers, including Dr. Krukenberg and his wife. Further trials will be made on June 25 in a run to Hanover, and in the meantime the car will remain here for public inspection.

DR. KIPFER IN ENGLAND.

PROF. PICCARD'S COMPANION
RELATES EXPERIENCE.

London, June 20.—Dr. Kipfer, who accompanied Professor Piccard in his recent record balloon ascent to the stratosphere, has arrived on a three days visit to England.

Speaking of his experiences, Dr. Kipfer said he was never nervous during the flight. Professor Piccard and he had only intended to remain aloft for five hours, but actually they flew for 17.

Referring to their landing on a glacier, he said that a friend had actually recommended him to take an alpenstock and mountaineering boots, but he had replied that he might just as well take a dress suit in case he landed at an hotel.

Dr. Kipfer thinks it will be difficult for any one to go higher than he and Professor Piccard did, because of the huge size of the balloon which would be necessary, but he is quite convinced that it would be possible to fire a rocket to the moon.

Dr. Kipfer announced that he did not make any definite plans for another balloon ascent.

Professor's Opinion.

Brussels, June 20.—That aeroplanes are much less trustworthy than balloons, is the firm belief of Professor Piccard, the leader of the recent sensational ascent into space.

It was expressed on the occasion of returning a ticket for a journey by air from Brussels to London, accompanying an invitation to lecture there on the result of his stratospheric exploits.

In the covering letter, he accepted the invitation, but stated that he preferred to travel to London by land and sea, stating that his confidence in the stability of engine propelled aircraft was "very slight indeed."

MOVIELAND
FEATURES
FOR THE WEEK

QUEEN'S

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A High Hat of the Alloys



Charlie Chaplin
"CITY LIGHTS"
WRITTEN, DIRECTED & PRODUCED BY
CHARLIE CHAPLIN

NEXT CHANGE

WARNER BROS. presents

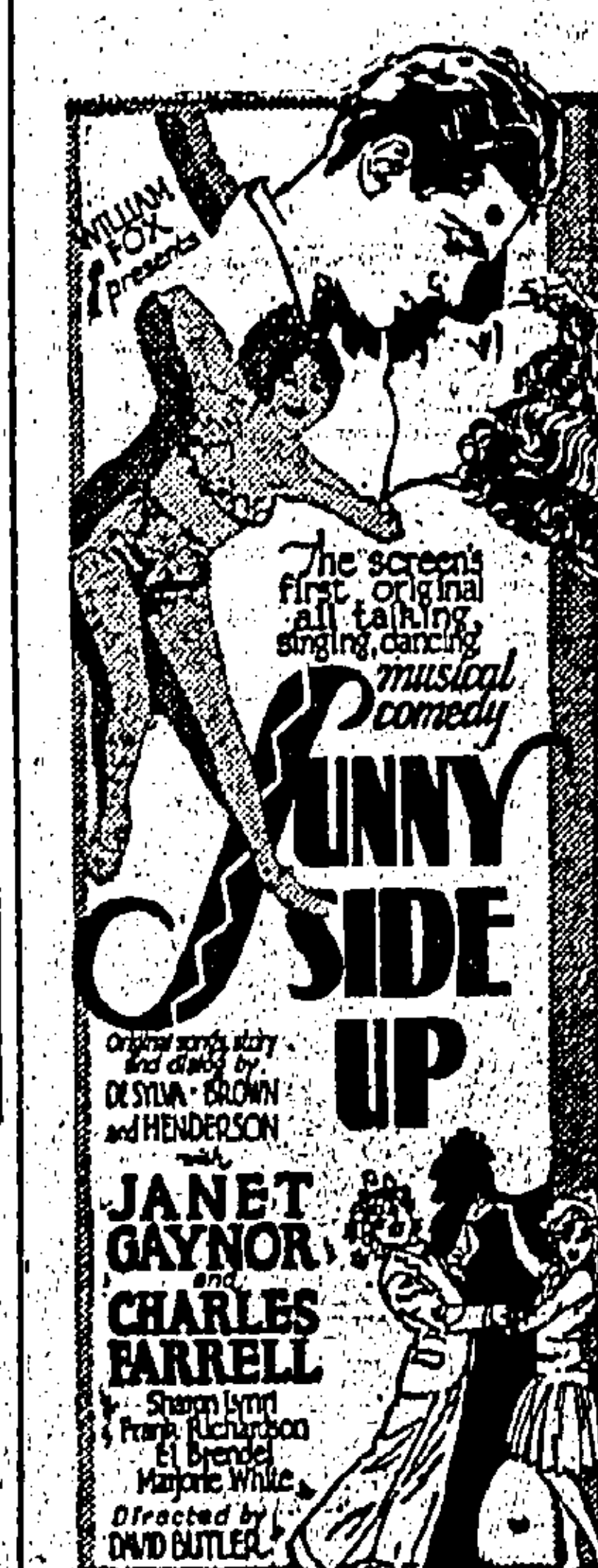
JOHN BARRYMORE
in
"GENERAL CRACK"



COMING SHORTLY

EDNA FERBER'S
COLOSSALMOVIELAND
FEATURES
FOR THE WEEK

STAR

TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.20.

E.V.O.L.D.

TO-DAY & TO-MORROW
At 2.30, 5.15, 7.15 & 9.20

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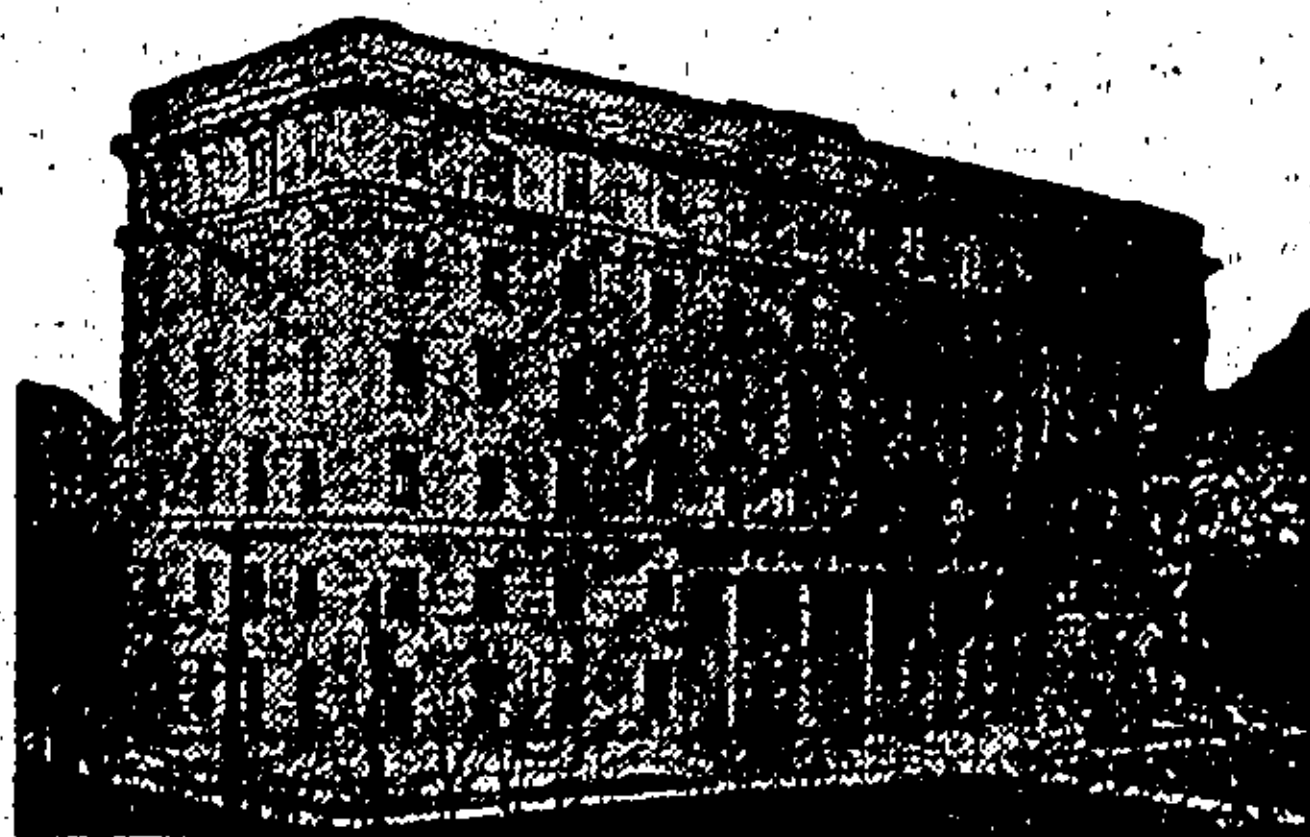
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and striped effects

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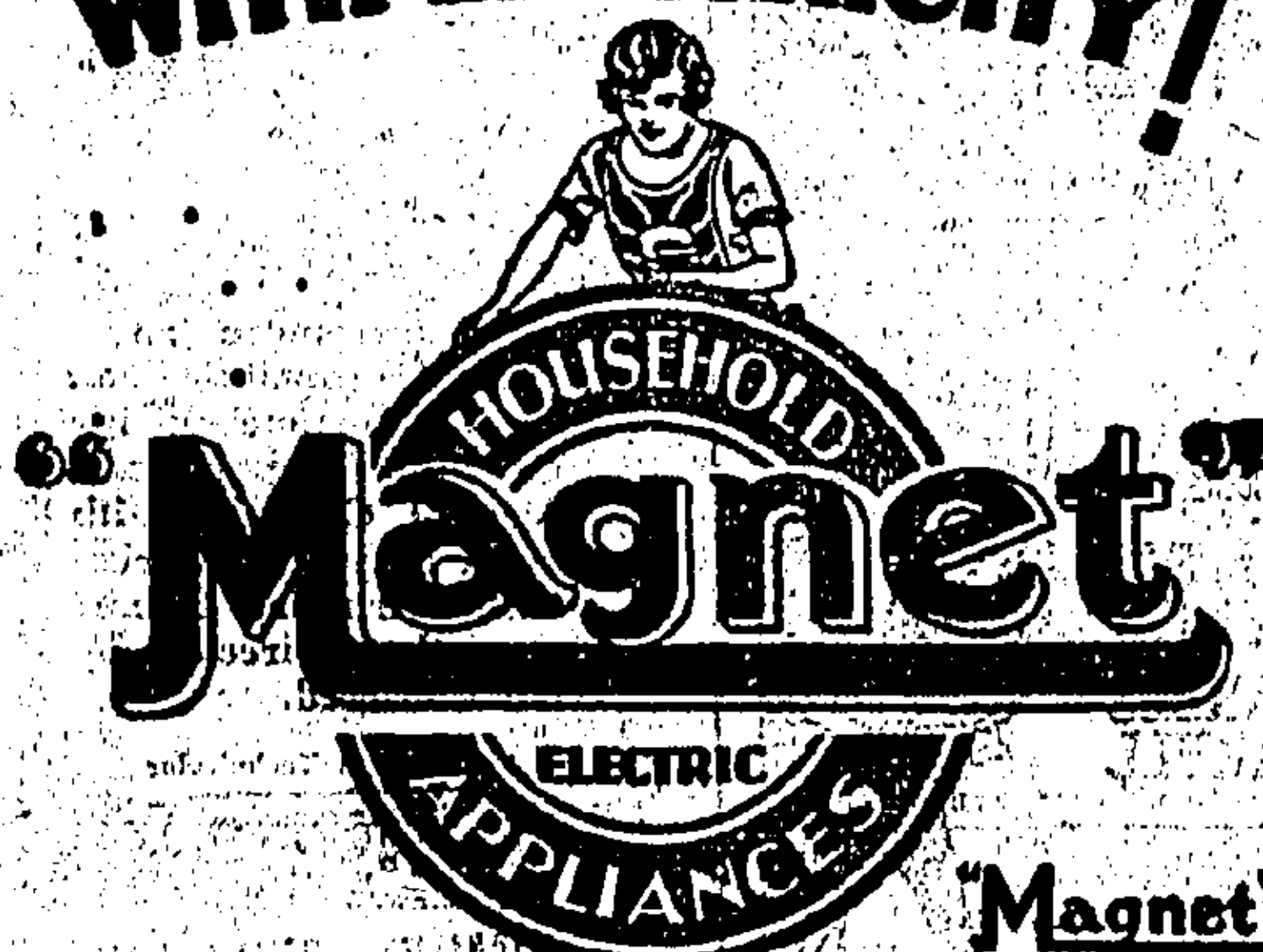
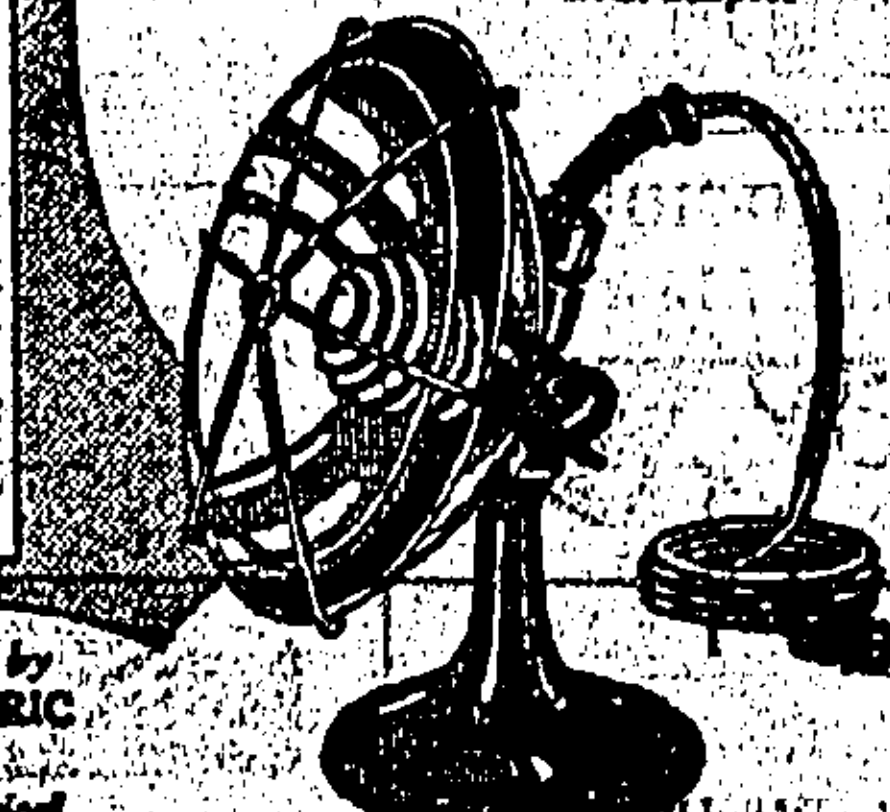
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27, B. C. SHAMBER.

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Household Electric
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Washing Machines,
Cookers, Grinders,
Appliances for the
Toilet, etc.MADE IN ENGLAND by
THE GENERAL ELECTRIC
CO. LTD.
Sole by all leading Electrical
Dealers, Stores, etc.Magnet
Pedestal HeaterSupplied with 4 ft.
flexible cord and
B.C. adaptorONE WEEK ONLY
June 29th to
July 4th.CIVIL AERODROME
FOR SINGAPORE.KALLANG SCHEME
ADOPTED.WORK TO BE RESUMED
AT ONCE.Considerable interest and speculation
will be aroused in Malaya by the
news that the proposal to build
a civil aerodrome and seaplane base
in Singapore is to be proceeded
with at a total cost of over
26,000,000.It will be recalled that in Novem-
ber last year Air Marshal Sir
Geoffrey Salmond visited the pro-
posed site at Kallang Basin, and
as the result of his report it was
thought that the suggested site
might be abandoned. Sir Geoffrey
pointed out at that time that the
noise of the aerodrome's activities
would be a great disturbance to
neighbouring residents, and in the
case of night landings the lights of
the town might confuse pilots.It has now been decided, says the
Straits Times, that the advantages
of the scheme outweigh possible
disadvantages, and the Kallang site
is to be retained.The site, which was selected by
Sir Cecil Clementi on the advice
of Col. Mackie, the Assistant Direc-
tor of Works, Foreign Stations, of
the Air Ministry, is an area south
of Gialang Road, west of Grove
Road and north of Tanjong Rhu.Following the report by Sir
Geoffrey Salmond the proposal was
referred to the Colonial Office for
the advice of the Air Ministry, and
the work, which had already begun,
suspended.

To Start Almost at Once.

A representative of the *Straits
Times* interviewed an official at the
Colonial Engineer's office and learn-
ed the work would be proceeded
with almost at once.The actual area has not yet been
decided upon," he said, "and, of
course, the plans will not be re-
drawn until a decision has been
made."Singapore is going to be a very
important aviation centre in the
next few years, and adequate pro-
visions will have to be made." It
will take time before the necessary
machinery can be ordered and re-
ceived from home, but a certain
amount of ground work will be
begun forthwith.Some months ago a first instal-
ment of \$1,500,000 was budgeted
and passed, so that there will be
no delay on this account.The original scheme, upon which
the total expenditure was calculat-
ed, provided for the clearance of a
dangerous malaria area most of
which is above high water mark.
The reclamation of this area would,
it was urged, be a town improve-
ment of the first magnitude.The Kallang River which at pre-
sent meanders all over the area,
will be diverted and dredged so as
to allow shallow draught craft to
proceed to the other side of Grove
Road.The original scheme provides for
a landing ground which will give
a free run for aeroplanes of 1,000
yards in any direction, and the
whole aerodrome itself will be dom-
ed to a slope of one in 100.

Largest Type of Craft.

For flying boats a reinforced con-
crete slipway was provided for,
capable of accommodating the
largest type of craft. Provision
was also made in the draft plans
for four hangars, but only the cost
of one was provided for in the esti-
mate.The scheme, in addition to pro-
viding up-to-date facilities for all
kinds of air services, will material-
ly improve Singapore as a port, for
the reclamation will automatically
create a sheltered harbour for
shallow draught vessels, thus re-
lieving the congestion in the Sin-
gapore river proper.In short, the scheme will provide
a modern aerodrome close to the
centre of the town; a seaplane base,
(Continued at foot of next column.)ASSAULT UNDER
PROVOCATION.COMPENSATION FOR AGGRI-
VED TAXI-DRIVER.A. J. Castro and G. Santos,
two young Portuguese lads, were
charged before Mr. W. Schofield
at the Central Magistracy yesterday
with assaulting a taxi-driver at
Happy Valley on Sunday night.Appearing for the complainant,
Mr. F. H. Losby asked for permis-
sion to withdraw the charge against
Santos.Castro admitted the offence but
said it was committed under pro-
vocation. He added that he was
willing to pay compensation to
prove that he was not vindictive.Mr. Losby said that the defen-
dant hired the taxi to take him
down to Happy Valley late on
Sunday night and, owing to a fault
in the lighting system, the driver
stopped a few yards before getting
to Castro's house. The latter paid
the fare but after doing so, he
struck the driver a hard blow.Castro said that he usually went
home in taxis and the drivers, as
a general rule, stopped outside his
house. This time the driver re-
fused to do so, saying that it was
against the regulations. He had a
lot of baggage in the taxi and he
was naturally annoyed with the
driver to whom he spoke in a rough
manner. The latter then picked up
a spavner and said, "Strike me!"
Defendant said that they had a few
words and the complainant again
defied him (Castro) to strike him.
It was then that he committed the
assault.The Magistrate awarded complain-
ant \$30 compensation.BATHING AT NORTH
POINT.

NEW RESORT OPENED.

The welcome announcement ap-
pearing in this issue of the open-
ing of the Popular Bathing Resort
at North Point (next to the Royal
Hong Kong Yacht Club) fills a long-
felt want created by the decision
of the Government not to spend
money on public bathing facilities
this summer.The resort is equipped with com-
fortable dressing rooms for ladies
and gentlemen, and has all the
amenities that one could wish for,
not the least of which being the
fresh-water shower-baths.For those who do not swim, there
is an open air terrace properly
shaded with awnings where one can
sit and enjoy the fresh sea breeze.
Light refreshments are available
and night bathing can be indulged
in.Situated as it is, right in the
route of the trams and Taikoo
buses, the new enterprise promises
to be well patronised during the
present season.The beach was opened yesterday
and the entrance fee is only 20
cents. Servicemen in uniform and
children are admitted at half price.SCHOOL-MISTRESS
CHARGED.ALLEGED THEFT OF A
PURSE.Theft of a purse containing \$150
in notes from another woman was
alleged against Chan Wai Nam, a
Chinese school-mistress before Mr.
E. W. Hamilton yesterday.Mr. F. X. d'Almada, senr., ap-
peared for the defence.According to the prosecution,
Chan Wai Nam called on the com-
plainant at 18, Jordan Road, on
June 13, when she borrow some
money. The complainant got the
money from her purse which she
put away again in the defendant's
presence and the two then left the
premises together. Shortly after
the defendant made some excuse
and left the complainant, and it is
alleged that she returned to the
house on the pretext of looking
for something and stole the purse.Later in the evening, the complain-
ant went home and it was then that
she discovered her loss.Later she received a letter which
led her to believe that the school-
mistress was the guilty party, and
she was then arrested by the police.At this stage the hearing was ad-
journd.capable of servicing any and every
type of craft, and a sheltered har-
bour for shallow draught vessels.But that is not all. A water way
would be created for the develop-
ment of the land beyond Grove
Road, making a new industrial area
with both road and water frontage,
and, of course, the abolition of an
area which, in the words of Mr.
G. Sturrock, the Colonial Engineer,
"a plague spot, an eye-sore, and a
standing disgrace to the city.""THE GEISHA"
REVIVED.FRESHNESS AND CHARM
AFTER 36 YEARS.

CORDIAL RECEPTION.

From the wild enthusiasm which
greeted "The Geisha" on its return
to Daly's Theatre after thirty-six
years, it is clear that Mr. Bannister
Howard has "rugged the bell" again.
The revival is a rich and glorious
success.This time it is not so much the
play itself that counts. The late
Owen Hall's "book" dates a good
deal more than did the late C. M.
S. McLellan's far cleverer and
more original dialogue, characters,
and social satire in "The Belle of
New York." But the charm of
the Japanese setting and the feast
of delicious melody supplied by
Sidney Jones, Lionel Monckton's,
and James Philips's numbers—
twenty-seven in all—and the joy
of seeing a largely unknown com-
pany of young people doing brilli-
ant work make the revival in its
own way no less happy a venture
and fulfilment.All the familiar songs were, of
course, waited for and encored
over and over again, and it was
evident how many of the audience
remembered the old days.It need not be said that the
performance as a whole was either
better or as good as that of the
now classic originals but, as Mr.
Howard claimed it was a good se-
cond, and at some points there was
nothing to choose.The song of the evening remains,
of course, Philip's exquisite "Jewel
of Asia," beautifully sung by Miss
Rose Hignell as O Mimosas San.
She makes a sweet little heroine,
with a pure, bird-like voice. If
she did not put the Marie-Tem-
pest glow and glory into the notes
she sang it perfectly in her own
way.

Dash and Sparkle.

Another great hit was made by
Miss Lorna Hubbard as Molly.
Instead of Miss Lind's porcelain
protiness or the sly comedy of
Miss Ethel Irving, she sang those
Fontainesque lyrics of Percy
Greenbank's about the "Interfer-
ing Parrot" and the "Monkey on
a Stick" with just as much dash
and vitality and sparkle as could
be put into them. It was rather
a shock at first, but one was easily
converted by the end of the even-
ing.Of the others, Mr. Leo Sheffield
brings to the Marquis Imari, as
Barrington did, all the pomp of
the Savoy, and both he and Mr.
George Lane, as the Chinaman,
were just as good as could be. Nor
does Mr. Donald Mather, as Reg-
gie Fairfax, need any introduction
or apology.In responding to an ovation, Mr.
Howard made the cheering an-
nouncement that his next revival
will be "Floradora," with Mr.
George Graves in his old part, and
that yet other revivals are in
store.FALSE TRADE DESCRIPTION
SUMMONS.

DEFENDANTS FINED.

The hearing was continued before
Mr. E. W. Hamilton at the Kowloon
Police Court yesterday, of the case
in which the Great Eastern Tobacco
Co. are summoned with having
applied a false trade description to
cigars, and also with having in
their possession for purposes of sale
cigars, to which a false trade de-
scription had been applied. The
complainants are the Tabagueria
Filipina. Mr. D. H. Blake appear-
ed for the complainants and Mr.
Leo d'Almada (jun.), instructed by
Mr. M. A. de Silva appeared for
the defence, and admitted the two
summons, remarking that the
word "Manila" on the cigar boxes
did not refer to the place of manu-
facture but to the leaf and gave an
undertaking that his clients would
print the words "Manufactured in
Hong Kong" beneath the trade
mark. The Magistrate fined the de-
fendants \$10 on each summons.

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Travel once by the Tourist Cabin,
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Lincoln Bennett
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are known the world
over for their superior
shape, good quality and
smart appearance.Snap Brim Style
in Greys, Fawns, Browns.

\$23.50 to \$30.00.

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DAIRY FARM DAINTIES

Summer Heat Has
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ICE CREAM6 Tempting
FlavoursVANILLA
CHOCOLATE
STRAWBERRY
ORANGE
COFFEE
LEMONMADE with the purest
of cream and sugar
... flavoured with fresh
fruits ... Cool as a breeze,
satisfying as a meal, nu-
tritious but not too rich.
That's our ice cream, and
there's none better.Take home a brick or
measure as a surprise for
to-night's dinner.

The Dairy Farm Ice & Cold Storage Co., Ltd.

JURY FAIL TO AGREE.

UNUSUAL DEVELOPMENT IN MURDER TRIAL.

NEW TRIAL LIKELY.

There was an unusual development in the Yau-mat murder trial at the Criminal Sessions yesterday, the fifth day of the case, when the jury, after retiring for two and a half hours, announced that they had been unable to agree on their verdict. It was 3.15 p.m. when they made this announcement, and after directions by the Chief Justice (Sir Joseph Kemp), they retired for two further sessions, but they were still unable to agree on either unanimous or majority verdict.

In answer to his Lordship, the foreman of the jury stated on their first appearance that they were not unanimous against the prisoner on the charge of murder, and they were also unable to agree by a majority that the prisoner was not guilty. His Lordship directed that it was within the jury's power to consider a verdict of manslaughter, but warned the jury that they would have to give very careful consideration to this matter as it would mean accepting certain portions of the evidence of a witness while rejecting others. After a further retirement the foreman announced that they had been unable to agree on this point also.

His Lordship discharged the jury and remanded the prisoner until Thursday next at 10 a.m., directing Mr. Fitzroy to state then what the Crown proposed to do.

Police Court Incident.

Before the Court rose at 7 p.m., the Chief Justice made further reference to the statement which prisoners had said he desired to make at the Kowloon Police Court but had been advised by the Magistrate not to make a statement until his appearance in the Supreme Court.

His Lordship said that he had no doubt that the Magistrate acted in good faith in the interests, as he believed, of the prisoner. His Lordship adhered to the view that it was no part of the duty of a Magistrate to advise a prisoner. The Magistrate had to confine himself to what he is directed to do in the Ordinance, namely, to give the accused person the option of making a statement, if he wished to do so, and warn him that anything he might say might be used at his trial.

Earlier in the day Mr. Somerset Fitzroy, for the Crown, addressed the jury for one hour. Counsel asked the jury to accept the medical evidence given, which pointed to the cause of death as strangulation, and the testimony of the witnesses who had stated that they saw the prisoner putting something round deceased's neck.

Speech for the Defence.

In his speech for the defence, which occupied nearly two hours, Mr. Jenkin dealt with the evidence of the witnesses and pointed out the inconsistencies in the statements of the women which were unacceptable as evidence. The small boy's evidence, Counsel submitted, had to be rejected altogether.

With regard to Dr. Uttley's evidence, Mr. Jenkin said that it was known at the time of the post-mortem examination that proceedings would follow for murder, and there were obvious reasons for the most scrupulous care in the examination and making of full notes. The doctor did not make a single note and only relied on his recollections. This was the most dangerous thing to do, and on that account the medical evidence was worth nothing.

A Curious Case.

In summing up, the Chief Justice said that it was a curious case with certain unusual and mysterious features which called for careful consideration by the jury. They would have to bear in mind that the prisoner was presumed to be innocent until he was proved to be guilty, and the onus was on the prosecution to prove beyond reasonable doubt that the prisoner was guilty of the crime of murder or the lesser charge of manslaughter.

His Lordship, after referring to the evidence of the small boy, said that it must be rejected altogether. With regard to the medical evidence, his Lordship said that there were inconsistencies which made the evidence unreliable, and there was an absence of notes on important points such as the symptoms generally present in a case of strangulation.

Accused in the case was Wong Cheung, alias Wong Sik Cheung, who was charged with the murder of Kau Suk, at Yau-mat, on April 1, this year. He was defended by Mr. F. C. Jenkin, instructed by Mr. H. O. Macnamara, of Messrs. Deacons.

Jurors empanelled for the trial were Messrs. B. C. Field (foreman), C. J. J. Whitehead, A. M. Xavier, N. Wong, R. X. dos Remedios, C. de Vieira Ribeiro and Chan Ping San.

PUBLIC MONEY VOTES.

LONG LIST FOR FINANCE COMMITTEE.

\$100,000 FOR WATER METERS.

When the Finance Committee of the Legislative Council meets on Thursday, members will be asked to approve of votes totalling \$135,007.

The principal items fall under the head of Public Works Recurrent, two votes of \$50,000 being required for the fixing of new water metres in Hong Kong and Kowloon.

An additional sum of \$10,000 is wanted in connection with the census expenses, the original estimate for which was \$50,000.

This full list of votes which will come up before the Council is as follows:—

Post Office and Wireless:—Contribution toward expenses of the Radiotelegraph Union, \$245.

Hong Kong accepted to the International Radiotelegraph Union on August 15, 1930. The Colony's share of the expenses of the Union for the period August 15, 1930 to December 31, 1930, amounted to Swiss Francs 300—£12 at 11½d.—\$245.

Education:—Grant to Munsang College, \$5,000.

The above sum is required for the purpose of a grant to the Munsang College, Kowloon City, without which assistance it will be necessary for the school to close down and send some 250 boys adrift, there being no other provision for their education in that district.

\$5,000 has been calculated as the minimum amount necessary to cover the expense of running the school in 1930. In the event of this assistance being available the grant will be reviewed annually in the light of the facilities provided for Anglo-Chinese education in the locality and be conditional on the College being conducted (as to its aided sections) in accordance with the standards laid down by the Director of Education.

Public Works Extraordinary:—Electric fittings for hired Sanitary Department Quarters at K.L.L. 1901, \$527.

Considerable difficulty has been experienced in the past in securing a suitable residence and office for the District Sanitary Inspector at Kowloon City, who has been temporarily accommodated at "Blindheim" pending its completion. Satisfactory accommodation has now been leased on the ground floor of a European style house in the district; and occasion has been taken to lease the top floor also to accommodate two other Inspectors hitherto in receipt of rent allowance.

Resumption of Building at Seeton. Public Works Extraordinary:—Resumption of Mr. Tse Tsan Tai's Building at Seeton, Taun Wan, \$5,500.

As it is considered desirable to cancel the temporary permit at present issued to Mr. Tse Tsan Tai for an area of land together with buildings erected by him thereon at Seeton, Taun Wan, New Territories, and as, under a special condition of his permit, he is to be compensated for the buildings upon cancellation of the permit, such buildings have been valued and the amount of compensation due to Mr. Tse Tsan Tai is assessed at \$5,500 and this amount is now asked for.

Fire Brigade:—1 Motor Float, \$2,140.

Provision made in Estimates, \$53,100.

It was estimated that a sum of \$100,000 would be expended from the vote during 1930, whereas only \$57,800 was actually spent. The sum of \$2,140 therefore lapsed. A supplementary vote for this lapsed balance \$2,140 is now requested.

Harbour Department:—Special Expenditure. Tachometer for G.M.S. Department, \$105.

Provision made in Estimates, \$225.

This instrument is urgently required by the Assistant Government Marine Surveyor, Yau-mat, for testing launches.

At present when tests are to be carried out the Assistant Government Marine Surveyor, Yau-mat, has to borrow a tachometer for the purpose.

Original estimate £16 at 10s. 1/4 = \$225

Revised cost including freight, etc. £16.10d. at 10s. 1/4 = \$105

Difference = \$120

The above is to be met from savings under Training Expenses of G.M.S. in England.

Rent of Police Married Quarters, \$840.

Provision made in Estimates, \$8,000.

It is requested that a supplementary vote for \$840 be approved to pay rent \$120 per month for one flat in East Point Terrace for the period June to December, 1931.

The flat is required to accommodate a married Sub-Inspector of Police who has been seconded for Mui Tsi duties, and who was formerly accommodated in police quarters.

Botanical and Forestry Department:—Library. Partcost of 3 vols. of "Pritzl's Iconum Botanicum Index," \$210.

Provision made in Estimates, \$150.

This publication was to be issued at the rate of 2 volumes a year; volumes I and II were received in 1928, and volumes III, IV and V have arrived this year unexpectedly, costing £13.10.0 or \$205. Of this there is a sum of \$85 remaining on the library vote and the balance of \$210 is now required.

The above is to be met from savings under sub-head 7 Forestry Reserve; Tai Po Kau.

Rat Poison, etc.

Sanitary Department:—22 Rat Poison, Rats, etc., \$720.

Provision made in Estimates, \$2,300.

The provision made in Estimates assumed that the sterling requirements (which amount, under this sub-head, to some £130) could be purchased at \$1-1/4.

The sum now asked for represents approximately the difference between the estimated rate and the actual rate of exchange to-day, and should suffice for the full year.

The above is to be met from savings under 2 Motor Cars and 2 Motor Vans.

Wireless:—Special Expenditure. Bicycles, \$500.

In order to enable the staff of messengers of the Radio Branch to cope with the increase of traffic which is now nearly double what it was a year ago and to effect speedy delivery of the messages, it is considered necessary that the messengers be provided with bicycles. No provision was made in the Estimates for this expenditure. Radio receipts in 1930 amounted to \$433,000. Up to April 30, 1931 \$238,000 had been collected.

Kowloon-Canton Railway: Personal Emoluments, \$7,735.

Provision made in Estimates, \$363,776.

Provision made by Supplementary Vote, 2,100.

Total, \$365,876.

Railway Manager's Salary.

The Secretary of State for the Colonies has approved of the salary of the post of Manager and Chief Engineer, Kowloon-Canton Railway, being increased from £1,500 per annum to the rate of £1,400-£50-0 per annum, and also that the present holder, Mr. R. Baker, be permitted to draw salary at the rate of £1,550 per annum from July 7, 1931.

Provision in the current estimates was made at the old rate, viz. £1,500 at exchange 1/4. While on leave from March 28, 1931, Mr. Baker will draw his salary from the Crown Agents, the sterling payment being shown in the Crown Agents account at the current rate of exchange approximately 1/10d, also from July 7 1931 the salary will be at the increased rate of £1,550 per annum. A supplementary vote of \$7,732 is therefore required.

Kowloon-Canton Railway:—Conveyance allowance to Railway, \$185.

Provision made in Estimates, \$435.

Owing to an oversight, no provision was made for the conveyance allowance payable to the Manager and Chief Engineer of the Railway during the absence on leave of Mr. Baker who holds both posts. At the same time a revised scale of allowances has been introduced as from April 1, 1931, involving a total increase of \$84 per annum over the approved scale. The sum actually provided in respect of these allowances is \$241 and a further sum of \$189 is required to make up the deficiency.

Hong Kong Water Account (Meters). Provision and fixing of meters, \$50,000.

Provision made in Estimates, \$35,000.

Numerous applications for new metered services are being received on account of rapid development especially on Praya East Reclamation.

The vote is revenue producing and further expenditure up to a total of \$135,000 for all services has already been approved by the Finance Committee and by the Secretary of State.

(Continued on next column.)

HONG KONG STOCK MARKET.

CROUCHER & CO'S DAILY REPORT.

Our market continues dull with comparatively little business doing.

Banks and Unions were done at \$1,975 and 1,980 and \$500, respectively. Underwriters are wanted at \$5.50.

Steamboats changed hands at \$20 and Douglas at \$24.50.

Wharves can be obtained at \$168.50 and there are sellers of Providents do \$5.50.

Hotels remain steady with business passing at \$17.50 and \$17.55. Hong Kong Lands are still on offer at \$33 and Humphreys at \$21.25.

There are buyers of Trams at \$21.00 and sellers at \$22. China Lights are inquired for at \$23.25. Cements, after changing hands at \$20.10, are slightly better with buyers offering \$20.70 August and \$20.60 September.

Ropes were sold at \$21.35 for August.

Dairy Farms continue on offer at \$31.25.

June 29; 5 p.m.

HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

General.

Revolver Practice.—The regular weekly revolver practice will take place at the Bowen Road Revolver Range to-morrow, at 5 p.m. It will be open to all members of the Sharpshooters' Company, Hong Kong Police Reserve.

Training Course.

The weekly classes for Police Reservists at the Chinese Company's Headquarters, 17, Queen's Road Central will be held as usual to-day at 5.30 p.m. All members of the Chinese Company and of the Flying Squad who have not passed Part II. of Training Course should attend.

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, July 3. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

Sharpshooters' Company.

Inspection of Rifles.—All rifles not already turned in to the Police Armourer for inspection should be so turned in at once.

Strength.—Constable R427 L. Mackay has been taken on the strength of the Sharpshooters' Company as from June 18.

Revolver Practice.—Revolver practice will be carried out on the Bowen Road Revolver Range to-morrow, at 5.15 p.m. Members will assemble on the Range at that time with their belts, holsters and revolvers. Uniform optional.

(Sgd.) D. L. KING,
D. S. P. (R)

A supplementary vote of \$50,000 is requested which will allow for the provision of approximately 400 new meters and general maintenance.

Kowloon Water Meters.

Kowloon Water Account (Meters etc.). Provision and fixing of meters, \$50,000.

Provision made in Estimates, \$40,000.

Numerous applications for new metered services are being received on account of the rapid development on the Peninsula.

The vote is revenue producing and further expenditure up to a total of \$135,000 for all services has already been approved by the Finance Committee and by the Secretary of State.

A supplementary vote of \$50,000 is requested which will allow for the provision of approximately 400 new meters and general maintenance.

Census Expenses, \$10,000.

Provision made in Estimates, \$50,000.

The original estimate of \$50,000 was of an arbitrary nature. Number of staff required and duration of work were indefinite at time of estimating and the vote has proved inadequate.

It is hoped to complete the tabulation of statistics from the Census enumeration by the end of September but it may take a little longer, and it is considered necessary to apply for a further sum of \$10,000 to complete the work.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

IN DEFENCE OF DOGS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Will you allow me space in which to reply to a letter in the local Press signed Anti-Canine. Anticanine will be pleased to hear that the Dogs' Home exists for the exact purposes he names—to collect and receive wandering dogs, and to "destroy" painlessly those found to be unwanted or hopelessly diseased.

In the matter of dogs kept either as friends or for sporting purposes, it would be very difficult for Anticanine to prove his three rash assertions—that they are carriers of every sort of disease, that they are distasteful to persons of cleanly habits, and that they are objectionable from every point of view. Objectionable from his point of view, clearly, yes—but the very state of things that inspired his protest proves that his point of view is by no means universal. In the interests of science, it would be helpful if Anticanine would give us a few authenticated examples of cases of infection of normal human beings with every sort of disease by normal dogs. I look about me and see shooting men, huntsmen, vets, dog-keepers, travelling ladies of leisure, dog-breeders, sporting flappers, subalterns, civil servants, elderly widows with ample laps long vacated by grand-

children and new reserves for Pekingese—all of whom spend most of their lives in canine society and yet seem to me peculiarly healthy. A dog can easily be kept free of parasites, and should be so kept for its own comfort and its owner's self-respect—but even if a dog-flea or a dog-tick should inadvertently be imported into the home by a dog, experiments will show that these parasites have no interest in human beings; they are peculiar to animals and haughtily turn up their probosces at human blood. In this respect, Anticanine, if he is a person of such extremely cleanly habits, has more to fear from his own kind than from the canine kind; he would be wise to eschew all human gatherings, or to spray his friends with Flit or ask them to gargle with a solution of permanganate of potash before he approaches them; any one of his neighbours is more likely to hand on to him a germ of disease, or even a stray flea, than is a dog. I myself have more than once caught a cold in the head from an aunt, but I should hesitate to advocate the abolition of all aunts for this reason.

A large dog in the water off a crowded beach is admittedly alarming to a poor swimmer—I have noticed this myself. Dog-owners are sometimes thoughtless in restraining their dogs. So are some mothers with their children. So are some motorists with their cars. So are some gramophones with their gramophones. So are some newspaper correspondents with their pens. A little thoughtfulness and imagination all round would be a great help.

It is curious, as Anticanine implies, how some people can find friends in living creatures of a different race yet of extraordinary emotional kinship to humanity—but then I would remind Anticanine that people are curious. It is curious to me that people can find more pleasure in the pursuit of a little dead white ball along the same course every day, than in being followed on a real walk into new country by a living, loving, tailwagging friend. Some people find rapture in collecting stamps, others in seeing how long they can continue to dance the fox-trot without fainting from exhaustion. We are all curious to one another; Anticanine himself might seem to some of us a bit of a curiosity. Even more curious is it to realise that somewhere, actually or potentially, there is a dog silly enough to find a soulmate in each one of us—a friend who will find no fault with us, frocks and curlicues though we may be—a friend who will never, until death, cease to love us, whatever we do.

Perhaps when Anticanine is making his promised subscription to the S.P.C.A., he would care to call at the Dogs' Home and, clearing his mind for a moment of prejudice, look one of the dogs there honestly in the eyes. He might find in those eyes, instead of an obnoxious menace, a most touching offer of wholehearted faith—the beaming faith of a friend ready to believe that even Anticanine himself is a person of good sense, generosity, and reasonable judgment. One of the chief charms of dogs is their boundless optimism. "I am, sir,—Yours etc."

STELLA BENSON.

Hong Kong, June 29.

WHITE SHIRT

VALUE

\$4.95

In all sizes 14" to 18" neck.



Our White Shirts for Day or Sports Wear at \$4.95 are real value. Made from a good quality Long-cloth that will withstand the hardest wear and washing, they will uphold Powell's reputation for quality and service. Stocked for Day wear with Double Cuffs, and for Sports Wear with Polo or Open Collars with long or short Sleeves, in Coat or Pullover Shapes.

"ATLAS"

WHITE POPLIN SHIRTS.

These need no introduction to our Hong Kong Clientele. Covering many years they have gained in popularity each season. Perhaps better known in the Tennis Styles they are now being shown for Day Wear as well, in Coat or Pullover Shapes. They wash well and always look white and clean.

\$6.75

In all sizes from 14" to 18" neck.

"Solma" and "Tremola" Poplins, White "Longcloth" in a very superior quality, and "Mercerised" Cotton will be found at this price, also White with White Stripes. They are all popular lines with us and guaranteed to give complete satisfaction in every way.

\$8.50

Wm. POWELL, Ltd.

10, Ice House Street.

HAVE YOU HEARD

THE LATEST FOX-TROT?

"THE PEANUT VENDOR"

HEAR IT AT

ANDERSON'S

"FIGHTING THE MOTH"



SANITEX MOTH-PROOF BAGS HAVE NOW ARRIVED ALL OUR

CUSTOMERS WHO RECEIVED LISTS

CHOPPED THUS

WILL RECEIVE BAGS

IN EXCHANGE AT

OUR WORKS OR

DEPOTS.

EXTRA BAGS MAY BE HAD ON

APPLICATION TO OUR WORKS ONLY.

COMPLETE SUITS BAGS 50 CTS. EACH.

OVERCOAT SIZE 75 CTS.

THE STEAM LAUNDRY CO.

Sanitary Laundermen, Dyers and Dry Cleaners

Branching Depots and Agencies:
Head Office & Works, Mongkok, Tel. 57033 (Kowloon Hotel Depot).
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Pedimata Hotel (Visitors only), Hong Kong Hotel (Visitors only).
No. 2, Peninsula Hotel, Arcade and at No. 384, Nathan Road.
(Next door to Majestic Theatre).

NEW ADVERTISEMENTS

A. S. WATSON & CO., LIMITED.

NOTICE.

On WEDNESDAY, the 1st JULY, All Departments will be CLOSED at 1 p.m.

THE HONGKONG DISPENSARY, Dispensing Department, will be OPENED for the purpose of dispensing prescriptions from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.
Hong Kong, 29th June, 1931. [904]

THE EASTERN TELEGRAPH COMPANY, LIMITED.
Sole Agents for the HONG KONG TELEGRAPH COMPANY, LIMITED.
Sole Agents for the HONG KONG TELEGRAPH COMPANY, LIMITED.

Senders of telegrams are hereby notified that from 1st July, 1931, and until further notice the charges for telegrams will be collected at the rate of Dollar 0.85 to equal Gold Franc 1.00.
H. EFFERSOE, S. JACK, Acting Supt. Manager. [905]

THE POPULAR BATHING RESORT.

LOCATION:—NORTH POINT, Next to ROYAL HONG KONG YACHT CLUB.
Opened for Use of the Public from 29th JUNE, 1931.

ENTRANCE FEE:—20 Cents Each for Adults.
Servicemen in Uniform and Children:—Half Price.

Comfortable Dressing Rooms, Fresh-water Showers, Long Pier, Spring Boards, Floating Raft, etc. Good Water. Clean Beach.
Open Terrace with Awnings, Well Furnished and Cool, where Light Refreshment will be served. On Route of TRAMS and TRAMWAY Co.'s TATKOO BUSES. Sheds lighted up at Night. [906]

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

(INCORPORATED IN QUEENSLAND).
NOTICE OF DECLARATION OF FINAL DIVIDEND.

NOTICE IS HEREBY GIVEN that a FINAL DIVIDEND of ONE SHILLING Per Share on account of the Financial Year ending 31st MARCH, 1931, has been declared by the Directors of the Company in BRISBANE, Payable to Shareholders on the REGISTER at BRISBANE and SINGAPORE on WEDNESDAY, 15th JULY, 1931.
NOTICE IS ALSO HEREBY GIVEN that the SINGAPORE TRANSFER REGISTERS will be CLOSED from WEDNESDAY, 8th JULY to WEDNESDAY, 15th JULY, 1931 (Both Days inclusive), for the Preparation of Dividend Warrants.

By Order of the Board,
DEERICK & CO.,
Chartered Accountants,
Local Secretaries.
Hong Kong Bank Chambers,
Singapore, 27th June, 1931. [908]

BANK HOLIDAY.

IN accordance with Government Ordinance, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on WEDNESDAY, the 1st of JULY (FIRST WEEK-DAY IN JUNE).

Hong Kong, 27th June, 1931. [909]

LANE, CRAWFORD, LIMITED.

AS it is the intention of the Directors to offer to Shareholders on the Register on the 1st JULY, 1931, the 25,000 Unissued Shares of \$6.00 each at par in the proportion of One Share for each Complete Five Shares held by Shareholders.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS and REGISTER OF MEMBERS of the above named Company will be CLOSED from the 1st to 6th JULY, 1931, Both Days inclusive, during which Time No Transfer of Shares can be registered.

Persons who hold Shares in the Company but have not had such Shares registered in their Names and who wish to avail themselves of such Intended Offer must have such Shares registered in their Names before the 4th JULY, 1931.

By Order of the Board,
A. W. BROWN,
Secretary.
Hong Kong, 27th June, 1931. [908]

SOME
PARAMOUNT REASONS
WHY YOU SHOULD
GIVE YOUR DOG THE

"QUORN"

DOG REMEDIES

CONDITION AND
TONIC POWDERS.

FAMOUS KENNELS RELY
UPON THE "QUORN"
BREEDERS AND OWNERS
USE THE "QUORN"

BOTH THE EXPERT AND THE
AMATEUR ARE BUYERS
OF THE "QUORN"

WHILE CHAMPIONS OF
ALL BREEDS HAVE BEEN
KEPT FIT FOR YEARS
AND YEARS WITH THE
"QUORN" DOG REMEDIES.

THEY COOL THE BLOOD,
REMOVE ALL IMPURITIES
AND ACT AS A TONIC TO
THE WHOLE SYSTEM.

A. S. WATSON
& CO., LTD.

THE HONG KONG DISPENSARY.

THE HONG KONG & SHANGHAI
HOTELS, LTD.

Re OFFER OF NEW SHARES.

SHAREHOLDERS are Reminded that the LATEST DATE for Acceptance of the Offer of New Shares of the Company is TUESDAY, 30th JUNE, 1931. Forms of Acceptance and/or Renunciation accompanied by Remittances should be lodged at the Company's Registered Office, 800000 FRODO, EXCHANGE BUILDING, Hong Kong, on or before the said Date.

Hong Kong, 22nd June, 1931. [682]

HONG KONG & SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 57/488 dated Hong Kong 20th FEBRUARY, 1932 for Four Shares of this Bank Numbered 123990/123993 inclusive registered in the Name of Estate of LO JIAN SHANG (deceased) has been LOST or STOLEN, and should this Certificate not be produced to the Bank before 17th JULY, 1931, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 57/488 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
V. M. GRAYBURN,
Chief Manager.

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PRAK MANSIONS"

Six-roomed & Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas Modern Construction with Garages.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, Ltd., and the HONG KONG WEEKLY PRESS, through their London Office, at 63, FLEET STREET, E.C. 4, Tel: 3137, are prepared to give Subscribers and Visitors advice regarding accommodation, available, motoring facilities, suitable shopping, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory, stated:—
The northern depression is stationary near Hokodate. Another is forming N.W. of Shanghai.
Local Forecast:—S. winds, moderate; generally overcast; rain.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 94511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 30, 1931.

THE POLITICAL CUCKOO.

SIR JOHN SIMON'S resignation from the Liberal Party caused no one any surprise. In fact, it has been a matter for astonishment that he has not left the nest long ago. The effect upon the British political situation is likely to be more profound than appears on the surface, and will probably prolong the life of the present Government and give it added stability. It is unlikely that Sir JOHN SIMON will carry with him in his opposition to the Land Tax more than about a dozen of his party. This will leave the Liberal-Labour coalition a clear majority of nearly fifty votes in the House of Commons. The difference will be that there is now very much less chance of the Liberal Party putting out the Liberal Administration. While Sir JOHN SIMON remained with the Liberals he wielded great influence and there was always the danger of his carrying the Party against some particularly mischievous piece of Labour legislation. Sir JOHN did more than any other member of the House to kill the Trades Disputes Bill, which aimed at restoring the unconstitutional power of the trade unions and the giving of legality to a general strike. Sir JOHN SIMON heartily denounced the General Strike in 1926, branding it as totally illegal, and he was equally ruthless in his opposition to the recent proposals to encourage civil disorder. Mr. LLOYD GEORGE never expressed disapproval of the General Strike, and would not have pushed his opposition to the Trades Disputes Bill to the extent of defeating the Government. Down in his heart he probably felt a good deal of sympathy for the measure.

The case of the Land Tax is different. To penalise the landlords has always been a hobby of Mr. LLOYD GEORGE, who likes to suggest that it dates from the time, when, as a wild youngster he was supposed to go proaching, or at least from the days when, as a solicitor, he played the village Hampden at the expense of a bench of Welsh magistrates. Despite the fact that one grandiose scheme of land taxation, brought in by Mr. LLOYD GEORGE in his notorious "People's Budget" of 1909, proved a failure, and had to be quietly abandoned, the Liberal leader has been only too anxious to start the same taxes all over again in conjunction with the Socialists. The tactics are distinctly neat. On the other hand, are not good Liberals fighting for a principle in which they have always believed? How can they turn their backs on what they supported in pre-war days? On the other hand, Mr. LLOYD GEORGE judged very nicely that Sir JOHN SIMON would not swallow the Land Taxes. So the party has been purged of its recalcitrant Whigs, and can go forward with the LLOYD GEORGE policy of robbing the hen-roosts and *targues* for all.

It now remains to be seen whether the Liberal leader will maintain the independence of his little group, twisting the Labour tail when he thinks fit, or whether there will be a virtual amalgamation with the Socialists. In many ways Mr. LLOYD GEORGE is a Socialist, not a Liberal. If Mr. RAMSAY MACDONALD offered him office it would be interesting to see the reaction. Once in the Labour nest the political cuckoo would no doubt sing a louder and fiercer song than any one in the old Limehouse manner. Mr. LLOYD GEORGE would no doubt astonish us all, as he has done before.

But the Labour leaders see this perfectly clearly, and up to now they have shown no intention of making room for so dangerous a nurling. They take warning at the fate of Lord OXFORD and Sir JOHN SIMON, and they have not forgotten that Mr. LLOYD GEORGE has an Imperialist side to him. There is yet another aspect. Mr. LLOYD GEORGE is a fighter. The alternative vote may well prove the stone with which, when the right moment comes, the political David will be able to kill the Goliath of Labour. At the last election there were five million Liberal voters. With his supporters more united Mr. LLOYD GEORGE may see a better future of his own party than that of Mr. RAMSAY MACDONALD.

CAR SPEEDS.

THERE has been an interesting correspondence in British papers as to what is a reasonable and safe average rate of progress for motor-cars on modern British roads. It is obvious that for Britain, as for Hong Kong, there can be no simple answer to this question—there are too many varieties of road, driver, and car. Quite certainly the average safe speed, whatever it may be, has been going up, owing partly to better roads but chiefly to more powerful braking and acceleration in modern cars. But it is surprising to find how great a discrepancy there is between the estimates of people who would all, no doubt, consider themselves to be "ordinary good and safe drivers." That is how all drivers of motor-cars describe themselves, with, usually, a mental reservation to the effect that they are really much better than that. Some years ago a good average speed for drivers from point to point on long-distance journeys was generally reckoned at about twenty miles an hour or a very little over, and this average pace was attained only by cars which would travel over open stretches at a good forty miles an hour. In a recent broadcast talk by Lord COTTENHAM, an expert in both road engineering and motoring, it was suggested that "an average of forty miles an hour is good" but that anything under thirty-five "is considered slow in England nowadays, except on mountain roads." Most of the persons contributing to the correspondence agreed that Lord COTTENHAM had seriously overshot the mark, but they did not themselves agree either on what constitutes a good safe average on average roads or on the normal maximum speeds on open stretches which such an average implies. Part of the latter difficulty is due to the fact that some speedometers are not very trustworthy and are made to flatter the car's capacities. Now that there is no legal speed limit it is possible to talk more truthfully about these matters, but again there is the difficulty that some motorists can no more speak truthfully about their car's performance than can the proverbial fisherman about the size of his catch. So it seems that we shall never really know what is the good safe average speed, though every motorist is prepared, for his part, to tell you.

British Domestic Servants.

The nonsense of the "Domestic Servants' Charter" continues, says a Home paper, and the National Conference of Labour Women heard two ex-servants supporting it. One of them said that she had begun in service at a wage of a shilling a week. That suggests that her experience dates back so long as to be of little value today. There used to be cases of bad treatment and under-payment, no servant need now put up with either. A good maid (and some who are not so good) can command nowadays, in middle-class households the equivalent, in cash and in kind, of from forty to fifty shillings a week and a good deal of liberty as well.

★ News and Views ★

Not My Pidgin!

Mistress: "Look at the dust on this sideboard, Mary. It's at least six weeks old!" Mary: "Then it's nothing to do with me, mum. I've only been here four weeks."

New Cancer Serum.

Following the keen interest which has been aroused in the cancer research work of Dr. J. H. Thompson, lecturer in physiology at King's College (who has made experiments with extracts of parathyroid glands), a letter has been sent to the "British Medical Journal," which states: The cases have been treated at the Soho Hospital for Women, the Westminster Hospital, and the St. Bartholomew's Hospital. Some improvement has been noted, and the results are sufficiently encouraging to warrant a continuation of the investigation. It is as yet too early, and the cases are too few, to make a detailed statement.

New Drug for Malaria.

One of the most important discoveries in the field of preventive medicine, which was described in a lecture given at St. Mary's Hospital, London, is also commented upon in the *Lancet*. This is the discovery of a drug which prevents malaria. It is a German synthetic preparation. Thirty-four people were infected with malaria and the effect of seven preventive preparations was tested. All failed but the German one mentioned, and in every case this was successful in preventing an attack of fever and also the appearance of malaria parasites in the blood. The experiments are now being repeated on a large scale. The importance of this discovery cannot be over-estimated. A certain preventive of malaria would save thousands of lives and untold suffering to those of us who live in hot climates. And it would abolish that necessary abomination, the mosquito net.

Clara Bow to Retire?

Clara Bow, the red-haired film star, now in a California sanatorium, is expected shortly to announce the abandonment of her career. According to her friends, a succession of misfortunes has crushed the actress, who for long enjoyed a great income, and as the "It" girl was one of Hollywood's biggest box-office magnets. Mr. B. Schulberg, director of productions to Paramount, who discovered Clara Bow, stated that the company was debating whether to release her from her contract which ends this autumn. "She is very ill," he said to-day, "and anxious to end her career. I doubt whether she will ever make another picture." Miss Bow has been warned several times that unfavourable publicity was jeopardising her position. She collapsed after the trial for embezzlement of her former secretary, Miss Daisy Devon. The film star, who was born in poverty in Brooklyn, attained fame and wealth overnight.

A Bishop on Divorce.

It has often been urged that a parish clergyman cannot be obliged to remarry a parishioner who has been the innocent party in a divorce. The Bishop of Salisbury, speaking in Convocation last month settled this matter once and for all. He said that the Matrimonial Causes Act of 1857 did not afford relief to the clergy in such cases. In this he is perfectly right. There is a legal obligation which remains absolutely unaffected by any divorce legislation whatsoever. The Bishop went on to say that it might be necessary for the Church to seek an amendment to the Matrimonial Causes Act, and this is the proper course for the Bishops to pursue: it is not proper for them to advise or instruct their clergy to break the law.

Worcestershire Young Men.

If Worcestershire do not win another match this season they will still be able to point to an exceptional feat in defeating three such powerful sides as Lancashire, Gloucestershire and Kent in the early days of the season. For years they have had to be content with a minor rôle, but all the time they were watching for young talent and building up the side. To-day, when there are several promising young men in the game, there is probably no team with more good youngsters at their call. Nichol and Gibbons, perhaps their two most prominent batsmen, were both at one time identified with London cricket. Gibbons was on the M.C.C. staff, and Nichol, originally a player in Durham, had a spell on the ground staff at the Oval. The latest addition to their ranks, F. D. Ahl, is an old boy of the Fulham Central School. He showed promise at school and was invited to play for Farnham's Green. An invitation to join Worcestershire followed, and he secured his place in the team as soon as his qualifying period was completed.

Leisurely Lunch Leads to a Career.

Jeanne Stuart, the beautiful young actress who makes her screen debut in "The Limping Man," which is being filmed at Welwyn Studios, owes her acting career to a leisurely lunch. It had always been her ambition to go on to the stage, but her parents were opposed to the idea. Jeanne was sitting in a restaurant and contemplating her frustrated ambition when she was approached by a well-known theatrical manager. Her striking beauty had attracted his attention, and he wanted for a show which was to be produced in America. He advised her to see the London production and call at his office the following day. There she met Auriol Lee, the famous woman producer who immediately engaged her to play in "Nine Till Six," the play with an all-female cast. So immediate was her success in this part that she left with the company to enact it in New York. On her return to England she was "potted" by John Orton who was anxiously searching for an actress to portray a sophisticated character in "The Limping Man." He declares that she is a decided discovery for British films.

★ Local Notes and Events ★

The Raub Australian Gold Mining Co., Ltd. have declared a final dividend of one shilling a share on account of the financial year ending March 31, 1931.

The many friends of Mr. W. A. Hannibal will be glad to learn that he continues to make steady recovery, but is still unable to sit up or to receive visitors.

At yesterday's auction of Crown land, two lots were knocked down to Mr. Lok Yung Cheung. Kowloon Island Lot No. 2527, situated north of Kowloon Island Lot No. 2342, Sai Yee Street, with an up-set price of \$23,533 was sold for \$23,200. Kowloon Island Lot No. 2528, also in Sai Yee Street, was sold for \$22,300. The up-set price was \$20,073.

Looking Back 25 Years.

The title of Professor Giles' latest publication, *Adversaria Sinica*, suggests a pun that the contents will justify, if justification be really needed for such verbal fortitudes. It is that sinologues behave one towards another that anyone refuting the opinions of another as if they were natural adversaries. In controversy, Mill once pointed out that anyone refuting the opinions of another laid himself open to the charge of assuming superiority over that other; and that this was unavoidable. Less compulsory, however, is the method of the typical sinologue, who, not content with superiority, real or assumed, seems impelled always to belittle the attainments of his opponent, and to refer to them in terms of contempt. —*Hong Kong Daily Press*, June 30, 1906.

Looking Back 50 Years.

We referred the other day to the prevalence of gambling in this Colony. Not only do *fan-tan*, *wei-sing*, and various other forms of gambling, as well as the new Chinese lottery, flourish here, but they seem to have a perfectly free course. "What are the gambling detectives about?" asks a correspondent, writing to us the other day. "When do they ever bring a case into Court?" Judging from the records of the Police Court, there would appear to be very little gambling going on in the Colony. Everyone who knows anything of life in the Chinese quarter of the town is perfectly well aware that all forms of gambling are allowed without any check. The gambling detectives cannot shut their eyes to what is going on. They would respectfully urge upon the Government the necessity of taking some steps to keep this vice within narrow bounds. —*Hong Kong Daily Press*, June 30, 1931.

SUMMARY OF NEWS

Local and Far East.

Police Reserve orders. Page 7.
Poosidon Fund subscriptions. Page 9.
Hong Kong Stock market: Croucher & Co.'s daily report. Page 7.
Details of public money votes which will be submitted to the Finance Committee of the Legislative Council. Page 7.
Murder trial: Failing to agree, the jury were discharged and prisoner was remanded until Thursday. Page 7.
Round the local cinema. Page 5.
To-day's wireless programme. Page 5.

Latest Cables.

Spanish election results. Page 9.
The death occurred yesterday of Sir Hugh Bell. Page 9.
Latest test match scores. Page 9.
Wimbledon Tennis results. Page 9.
Post and Gatty took off for Alaska at 6 p.m. yesterday (Shanghai time). Page 9.
Dr. Bruening and Dr. Curtius have accepted an invitation to visit Signor Mussolini at Rome. Page 9.
The All India Railwaymen's Federation has declared in favour of a general strike to commence on August 1. Page 9.
A report from Kamchatka states that a Soviet patrol vessel opened fire on a Japanese fishing trawler off the west coast of Kamchatka. Page 9.
Capt. Neville Stack and J. R. Chaplin left Lympne yesterday morning in an all-British Vickers Napier machine in an attempt to make a record flight to Karachi and back. Page 9.

Sir Oliver Lodge's New World.

Sir Oliver Lodge, the famous scientist, who was 80 this month, predicted, in an interview that the next revolutionary scientific event would be the discovery of another world. Sir Oliver added: "It will be a spiritual world which interpenetrates with the material world, and yet is not of it. The discovery will be made that man is not the highest being of which we have cognisance, but that there are a multitude of intelligences otherwise, some of them far more highly endowed than ourselves. The universe is much bigger and more complex than we had thought it, and we are slowly awakening to the discovery of a new world of existence to which our senses give us hardly any clue."

Girl as Ship's Officer.

The first woman ship's officer to visit Durban left for Australia on board the 5,428-ton liner Crown City. She is Miss Tonia Pinekney, the 17-year-old daughter of Mr. C. H. Pinekney, President of the Despatch Line. She has signed on as fourth officer. Her home is at Oakland, California. She has only just left college, and is a bright, vivacious girl, dressed in smart, but workmanlike clothes. Miss Pinekney travelled with her father to Capetown in the Japanese liner Kamakura Maru, and she was sometimes allowed to take a turn at the wheel. She has already travelled 50,000 miles by sea. Many Soviet vessels have women sailors on board.

ANOTHER RECORD GONE

AMES AND ALLEN PUT UP FINE STAND FOR THE EIGHTH WICKET.

SPLENDID FIELDING BY VISITORS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 29.

The weather was glorious when the second day of the Test opened at Lord's. There were some 7,000 spectators to see Ames, the over night not out, resume the innings with G. O. Allen. Shortly after mid-day His Majesty the King arrived at the ground, and later the teams were presented to him in front of the pavilion.

The batsmen played bright and enterprising cricket and Ames sent two full tosses off Merritt to the boundary in succession to put the 201 up after 105 minutes' play. The Kent stumper later pulled the same bowler for a beautiful sixer to complete his half-century amid great applause. He had been at the wickets for 80 minutes.

ALLEN PLAYS SPARKLING GAME.

Allen had by this time settled down to sparkling cricket and sent one of Merritt's deliveries into the grand-stand for a six. Lowry changed his bowling frequently but this did not seem to upset the batsmen whose partnership realised 100 in 75 minutes. Brilliant fielding on the part of Dempster, Mills and Lowry saved many runs but the 300 was hoisted after 235 minutes' play. Shortly after Allen late-cut Crompt and thus beat the England eighth-wicket partnership record of 154 runs which was set up by Bromley-Davenport and Wright at Johannesburg in 1895-6.

AMES COMPLETES HIS HUNDRED.

Leslie Ames up till now had treated the spectators to some delightfully free cricket and in this respect he was very ably supported by Allen. Just before play was adjourned for lunch, England's wicket-keeper, to the joy of his supporters, scored two successive fours off Merritt and incidentally entered the land of three figures. His score stood at 103 and up till now he had been batting for 145 minutes. Allen too, had been collecting his runs rather rapidly and was only two short of the magical hundred when play ceased. The total was then 385 for 7—an addition of 185 to the over night total without further loss.

Ames jumped out to a ball from Weir but failed to connect properly and was caught by James. Ames had been at the wicket for 210 minutes and scored 137 runs. He hit 2 sixes and eighteen fours by masterly drives and pulls. The score then read 436 for eight wickets.

Allen was caught by Lowry at mid-off off a ball by Weir when his score stood at 122. He was at the wicket for 175 minutes, hit one six and fourteen fours—447 for 9 wickets. The eighth wicket added 246 in 170 minutes.

Robins was caught by Lowry after scoring twelve runs.

NEW ZEALAND, 1ST INNINGS.

O. S. Dempster, l.b.w., b Peebles	53
J. E. Mills, b Peebles	34
G. L. Weir, l.b.w., b Peebles	37
J. L. Kerr, st. Ames, b Robins	2
R. O. Blunt, c Hammond, b Robins	7
T. C. Lowry, c Hammond, b Robins	1
I. B. Crompt, c Ames, b Peebles	20
M. L. Page, b Allen	23
C. F. W. Allcott, c Hammond, b Peebles	13
W. E. Merritt, c Jardine, b Hammond	17
K. O. James, not out	1
Extras	16
Total	224

Fall of wickets: 1/58; 2/130; 3/138; 4/140; 5/152; 6/161; 7/190; 8/191; 9/208; 10/224.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Voce	10	1	40	0
Allen	15	2	45	1
Hammond	10.3	5	8	1
Peebles	26	3	77	5
Robins	13	2	38	3

ENGLAND, 1ST INNINGS.

J. Arnold, c Page, b Crompt	0
A. E. Bakewell, l.b.w., b Crompt	9
W. E. Hammond, b Crompt	7
K. S. Duleepshah, c Kerr, b Merritt	25
D. E. Jardine, c Blunt, b Merritt	38
F. R. Woolley, l.b.w., b Merritt	80
L. Ames, c James, b Weir	137
I. A. B. Peebles, st. James, b Merritt	0
G. O. Allen, c Lowry, b Weir	122
Robins, c Lowry, b Weir	12
Voce, not out	1
Extras	23
Total	454

Fall of wickets: 1/5; 2/14; 3/31; 4/62; 5/129; 6/183; 7/190; 8/436; 9/447; 10/454.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Crompt	37	7	113	3
Weir	8	1	38	3
Blunt	46	9	124	0
Allcott	17	3	24	0
Merritt	23	2	104	4
Page	3	0	18	0

NEW ZEALAND, 2ND INNINGS.

O. S. Dempster, not out	34
J. E. Mills, b Allen	1
G. L. Weir, not out	3
Extras	3
Total (for 1 wicket)	39

ELECTIONS IN SPAIN.

RESOUNDING TRIUMPH FOR GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

MADRID, June 29.

It is believed that the Government has won a resounding triumph. The Conservative-Republicans and the Moderate Socialists were apparently successful throughout the country carrying Madrid, Asturias, Valencia, and even Seville, where Major Franco's activities made no headway. The Macia Party claims 47 seats in Catalonia. Macia has hinted he would set up a Federal Republic was not formed in which Catalonia would be autonomous. Lerroux, who was the outstanding figure in the elections, triumphed at Madrid and Valencia but his party lost ground in many towns through alliance with ex-Monarchists.

The first two women ever returned for the regular Spanish Parliament are: The Director of Prisons, Victoria Kent, and a writer Clara Campador.

Franco Elected at Barcelona.

MADRID, June 29.

Major Franco has been elected to represent Barcelona. President Zamora was elected at Saragossa.

Republican-Socialists continue to sweep many provinces.

The total death-roll in election incidents throughout the country is now six, of which two were killed in Barcelona during a clash between Republicans and supporters of Don Jaime, the pretender to the throne.

The elections have been generally peaceful up to the present with only minor incidents in various places.

A Republican Socialist majority is expected to be returned in Madrid to-night, but the national results will not be tabulated for a day or so.

Government Victory.

Early returns indicate that there will be a Republican-Socialist coalition such as that on which the Provisional Government is based. These parties have won the day, though no official figures are available.

BARCELONA, June 29. The Macia Party gained 42 of 53 seats allotted to Catalonia in the new Cortes. There is immense enthusiasm throughout Catalonia and a Republic may be proclaimed. Troubles are feared. The airman Franco has not returned either to Barcelona or Seville. Five people were killed in election affrays.

THREAT TO BOMB GOVT. OFFICES.

[THROUGH REUTER'S AGENCY.]

MADRID, June 28.

Following an official revelation that the revolt at Tablada aerodrome aimed at the proclamation of a Soviet Republic of Andalusia, civil guards are guarding Major Franco's sickroom.

It is officially stated that Major Franco's supporters secured 600 hand grenades and aerial bombs from the Government stores at Seville on the pretext that they were intended for experiment in Morocco.

Major Franco announced that if his plans were interfered with Seville would be bombed from the air, particularly the Banks, Government offices, barracks and convents but the Government was forewarned and nipped the revolt in the bud.

WHITE SLAVERY IN GERMANY.

SOUTH AMERICAN TRADE IN GIRLS.

Prague, June 19.—The local police are believed to be on the track of a gigantic white slave traffic organization with collecting centres in Czechoslovakia and neighbouring countries.

Important information has been sent from Prague to the Brussels police, who arrested a man named Grieco who is alleged to have helped in the abduction of a girl who was described in the secret correspondence of the traffickers as "red stuff" owing to her flaming red hair, and who is now at one of the transmitting centres in Czechoslovakia.

The organization is believed to have been responsible for the sale of thousands of girls into bondage in South America.

GERMAN MINISTERS TO VISIT ROME.

SIGNOR MUSSOLINI'S INVITATION ACCEPTED.

[THROUGH REUTER'S AGENCY.]

BERLIN, June 29.

Dr. Brüning and Dr. Curtius have accepted an invitation to visit Signor Mussolini at Rome. The meeting will probably be held some time late this summer.

ROUND THE WORLD FLIERS.

POST AND GATTY LEAVE FOR ALASKA.

[THROUGH REUTER'S AGENCY.]

HARBIN, June 29.

Post and Gatty worked throughout the night at Harbinovsky repairing the engine of their plane, which was found to have developed trouble.

The repairs are completed, but owing to adverse reports of the weather over the Northern Pacific the aviators are awaiting signs of a clearance and hope to start today.

HARBOROVSK, June 29. Post and Gatty took off for Alaska at 5 p.m. (Shanghai time).

ENGLAND-KARACHI FLIGHT.

CAPT. STACK SETS OUT TO BREAK RECORD.

[THROUGH REUTER'S AGENCY.]

LONDON, June 29.

Capt. Neville Stack and J. R. Chaplin left Lympne this morning in an all-British Vickers Napier machine in an attempt to make a record flight to Karachi and back. They hope to accomplish the double journey in six days.

WIMBLEDON TENNIS TOURNAMENT.

AUSTIN BEATEN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 29.

In the quarter finals America's second ranking player, Frank Shields, beating Britain's first ranking player and chief Wimbledon hope Austin 6-3, 2-6, 5-7, 7-5, 6-1.

In the quarter final Sidney Wood (America) beat Hughes (Britain) 4-6, 6-4, 6-1.

THE LILYPOND MYSTERY.

MR. LEWIS DROWNED AT SEA.

The mystery surrounding the disappearance of Mr. Charles Frederick Lewis, the 60-year-old education officer who vanished from his home at Belvedere, Kent, has been solved.

Scotland Yard stated they were satisfied that Mr. Lewis was a passenger who fell overboard from the London to Leith steamer Royal Scot when the vessel was 36 miles north-west of Whitby.

It has been ascertained that Mr. Lewis went on board the steamer at Wapping on the night before the bodies of his wife, Mrs. Maude Clara Lewis, and her adopted daughter, Freda, were dug up by detectives beneath a cement lily pond in the garden of their home at Erith Road, Belvedere.

Pipes Left in Ship.

Clothes found in Mr. Lewis' cabin on the steamer and his pipes were identified as his property.

When he boarded the vessel he had little luggage, and no special notice was taken of him. He booked a passage to Leith in the name of "Mr. Davidson," and informed a steward and fellow-passengers that he had been in ill-health and had been ordered a sea-voyage.

That night a splash was heard and a cry "Man overboard" was raised. An hour's search was made, but no trace of Mr. Lewis could be found. The examination of a man taken from the bodies of Mrs. Lewis and her adopted daughter, has shown that the women died from a deadly poison, taken probably during a meal which included cheese.

THREAT OF RAILWAY STRIKE IN INDIA.

PROTEST AGAINST WHOLESALE SALE DISMISSALS.

[THROUGH REUTER'S AGENCY.]

SIMLA, June 29.

The All India Railwaymen's Federation has declared in favour of a general strike to commence on August 1.

The strike will affect 70,000 workers and will be a protest against the wholesale discharges on the ground of economy.

The question of the strike will be submitted to ballot.

GHASTLY MOTOR SMASH.

FOUR KILLED: THREE INJURED NEAR ELSTREE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 29.

Two men and two women were incinerated, and three women and a man injured to-day when two motor-cars collided near Elstree.

One of the victims was so burned as to be unidentifiable.

One of the dead men is believed to be an American, his name being given as Milton Green, and one of the injured is a Japanese, Tokrikihiro Goma, from Tokyo.

PARIS EXHIBITION FIRE.

DUTCH PAVILION COMPLETELY DESTROYED.

[THROUGH REUTER'S AGENCY.]

PARIS, June 29.

A fire, which was caused by a short circuit in the electric wiring, swept through the Dutch Pavilion in the French Colonial Exhibition near Paris to-day and caused damage which is estimated at nearly Frs. 30,000,000. The Dutch Pavilion was a copy of the famous Sumatra Pagoda and contained a priceless art collection. The Pavilion was recently inaugurated by Queen Wilhelmina.

The architect of the building had tears in his eyes as he witnessed the calamity. Princess Juliana and the wife of the Dutch Minister in Paris visited the scene and were visibly affected.

THE HOOVER PROPOSALS.

FRANCE ASKS FOR GERMAN ASSURANCES.

[THROUGH REUTER'S AGENCY.]

PARIS, June 29.

The report of the Secretary to the U.S. Treasury, Mr. Andrew Mellon, on the Paris negotiations is now before President Hoover, whose reply ought to be in the hands of Mr. Mellon before the conversations are resumed on June 30.

M. Laval, through the German Ambassador, has asked Berlin for assurances that Frs. 10,500,000,000 (the amount to which Germany will benefit under the Hoover proposals) will be devoted strictly to economic ends, and there will be no more sabre-rattling in Germany.

M. Laval has also asked Germany sincerely to endeavour to co-operate with France in the interests of European peace.

The German reply is also expected on June 30. Optimism prevails in regard to speedy agreement on the main issue.

Negotiations Resumed.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 29.

Paris messages state that negotiations between the Secretary of the United States Treasury, Mr. Andrew Mellon, the French Prime Minister and other members of the French Government regarding the Hoover plan are being continued to-day.

Negotiations were suspended yesterday to enable Mr. Mellon to consult with Washington.

When the London Stock Exchange opened to-day, the good feeling which has been stimulated by recent events, has showed further advances.

ANOTHER CHARGE AGAINST CHIANG.

LEGALISING SALE OF OPIUM.

(From Our Own Correspondent.)

CANTON, June 29.

The National Government in Canton has issued a manifesto to the people of China, charging Chiang Kai Shek with legalising the sale of opium and other forms of narcotics. Opium, according to the manifesto, has long been a recognized source of evil, and its growth and sale must be prohibited, or at least regulated with a view to gradual prohibition.

But Chiang Kai Shek has legalised the spreading of this and other forms of poisonous drugs for his own benefit. He wanted money, and cared not by what means that money was obtained. He saw he could raise huge sums of money for military purposes in the legalisation of the sale of opium and heroin, and instructed his brother-in-law, T. V. Soong, to draw up a set of regulations to govern the sale of such poisons.

The manifesto concludes that unless Chiang Kai Shek is driven out of office, there can be no hope of real and lasting peace in China. The people are warned to take note of his insidious designs to demoralize them with opium. The declaration was signed by all the members of the National Council, including Messrs. Koo Ying Fun, Eugene Chen, Sun Fo and Wang Ching Wei.

TROOPS DESERT CHIANG.

"CRACKS" RETURN TO CANTON.

CANTON, June 29.

Three thousand soldiers of the 13th Route Army have suddenly left southern Kiangsi apparently in the direction of Kwangtung, according to a reliable source. The soldiers left Chiang Kai Shek's camp owing to their refusal to join other Kiangsi troops to attack Kwangtung.

Upon receipt of a telegram regarding their return, General Chen Tsai Tong, Commander-in-Chief of the 1st Army Corps, has ordered the officers in Namhung and Shikwan to accord the returning Cantonese troops a hearty welcome and to escort them back to Canton. They will be probably incorporated into the 1st Army Corps for further military duties.

Generals Chiang Kwang Nai and Teo Ting Kai have been asked to return to Canton from Shanghai. It is learned that General Chen Tsai Tong has sent a special officer to Shanghai to welcome the two Generals back to Canton.

According to a report from well-informed circles, Chiang Kai Shek has promised to supply Li Ming Sui and Yu Tsok Pak, two Kwangsi militarists, with money, arms, and ammunition, provided they are willing to attack Kwangsi Central.

THE CANTON MINT.

Since its reorganisation and resumption of operations, the Canton Government Mint has turned out and put into circulation throughout the province some three million dollars in silver coin. It is said that the people, complying with an order issued by the Mint some time ago, have handed in all the old and spurious coin that for years has been in use in the district. The possibility of the Central Bank redeeming its notes is imminent. The Government having issued orders to the effect that the Mint must increase its number of operations in order to help the bank.

DIVER'S TERRIBLE EXPERIENCE.

WEDGED UNDER CAISSON IN THAMES.

London, June 19.—To be wedged under a huge steel cylinder, or "caisson," on the bed of the river Thames for seven hours was the terrible experience of a diver named William Milton to-day. Milton descended to inspect the bottom of the "caisson" and a strong current sucked him underneath it, where he became stuck, helpless.

Men working the air-pump above failed to get any response to their signals and thus realised something was wrong. They tried vainly to pull Milton up. Oxygen was pumped down to the imprisoned man while two other divers raced to the rescue aboard a speedboat, donning their gas masks.

Descending, they managed to free their comrade, who shook to the surface and, despite his long immersion, was soon able to drink a bottle of beer.

FISHING TRAWLER UNDER FIRE.

SOVIET-JAPANESE FISHING DISPUTE.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 29.

A report from Kamchatka states that a Soviet patrol vessel opened fire on a Japanese fishing trawler off the west coast of Kamchatka. One shot struck the vessel but there were no casualties, the trawler apparently made good her escape.

OBITUARY.

DEATH OF SIR HUGH BELL.

[THROUGH REUTER'S AGENCY.]

LONDON, June 29.

The death occurred to-day of Sir Hugh Bell.

By his death to-day the life ambition of Sir Hugh Bell was frustrated. He once said he wanted to live to be ninety because he had promised to go to Australia to open the new Sydney bridge (which is being built by Messrs. Dorman Long). One of his daughters (Gertrude) was the pioneer woman explorer of Egypt and Arabia.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 29.

After only two or three days' illness Sir Hugh Bell, famous iron-master and steel magnate, died to-day at his London house, aged eighty-seven years.

Sir Hugh Bell was a well-known figure in the city and in the North Riding of Yorkshire, of which he was Lord Lieutenant, and where he took a great interest in public affairs.

Lady Bell was the writer of many novels, sketches and plays and edited letters of their famous daughter, Gertrude Bell, who spent the greater part of her life in the Middle East.

RED MURDER GANG TRACKED DOWN.

EX-COMMUNIST "SENTENCED" AND "EXECUTED."

The corpse of a youth of sixteen, called Granovsky, has been found at Dvinsk, in Latvia.

Investigations have shown that Granovsky was killed by the Latvian Communist Party after it had "sentenced" him to death. The "sentence" was carried out by a special terrorist gang, consisting of trustworthy Communists.

It is now supposed that this gang is responsible for a number of other political murders, formerly unsolved, committed on persons who had belonged to the Communist Party and afterwards left it.

The Latvian police have made investigations which resulted in the arrest of about 30 Communists.

THE NAVY LEAGUE POSEIDON FUND.

\$500 FROM THE BRITISH LEGION.

The Navy League Poseidon Fund has now reached \$41,482, yesterday's subscriptions including \$500 from the local branch of the British Legion. May we remind our readers, particularly those making collections on behalf of this most worthy object, that the Fund is to be closed on Saturday.

YESTERDAY'S SUBSCRIPTIONS.

British Legion	\$ 500.00
Mr. J. W. Alabaster	25.00
Mr. Ho Leung	25.00
Anonymous	25.00
Dr. R. E. Tottenham	25.00
R.O.S.	3.00

Previously acknowledged 40,979.67
Total \$41,482.67

S. A. ARTHUR,

Hon. Treasurer,

Navy League Poseidon Fund,
Hong Kong, June 29, 1931.

SEND YOUR SUBSCRIPTION WITH THIS FORM

The Hong Kong Daily Press.

Please receive \$

On behalf of the Navy League Poseidon Fund.

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Sports News

CHINA GOLF MEETING.

SPORTING AND SOCIAL GATHERING AT ALDEBURGH.

A REUNION OF OLD HANDS.

[BY CAPT. F. I. M. BARRETT IN THE "NORTH CHINA DAILY NEWS."]

By the courtesy of the Aldeburgh Golf Club, some sixty China hands gathered together on May 30 and 31, for their annual reunion at Home, and, incidentally, to play a little golf. The course was absolutely at its best, with the grass in full bloom and the nightingales in splendid voice. The weather was ideal and a most enjoyable weekend was spent. The arrangements were once more in the hands of Messrs. Crossley and McLellan, who seem to have thought of everything possible for the comfort of the party.

The golf competitions comprised Singles, Bogey and Medal, on the first day, and Foursomes, Bogey and Medal, on the second. The arrangement whereby Bogey and Medal rounds are played simultaneously is not quite satisfactory, but, having regard to the time available and the extreme age and delicate health of some of the competitors, it is one which worries few of those competing!

The results of the competitions follow:—

MEDAL (SINGLES)	
H. G. Gardner	94—21=73
E. W. Maitland	95—19=79
C. H. Falloon	99—20=79

BOGEY (SINGLES)	
R. E. Harvey (14)	1 down
G. C. Moxon (12)	2 "
R. E. Wilson (7)	2 "

MEDAL (FOURSOMES)	
C. L. Hickling and Leslie Smith	62—9=70
E. Lester Arnold and H. B. Woodford	91—11=80

BOGEY (FOURSOMES)	
Sir Leslie Hudson and R. K. Harvey (13)	4 down
H. Hancock and C. H. P. Hay (9)	5 "

It will be seen from these results that that hardy annual who swept the board on the two previous occasions, J. C. Dyer, does not figure among the winners; nevertheless, that will not prevent him starting favourite in 1932. Geary Gardner is, of course, the famous manager of the H. & S. Bank, of a previous decade. Commander Heycock is not a China hand, but kindly consented to play as an opponent for someone short of a partner. He is a well-known Aldeburgh golfer with a world-wide reputation for jumping bunkers. Colonel Hickling commanded a Line Battalion in China and Major Leslie Smith is in the Indian Army and married the charming daughter of a famous Hong Kong resident. It is not quite certain that these qualifications are such as to entitle these gallant officers to the distinction of the title "China hand," any more than a three weeks' visit to China entitles certain people to write a book on that country and to dictate the policy of H.M. Government in regard thereto! But no serious objection can be or will be raised to their inclusion.

On the evening of May 30, a very enjoyable dinner was held in the Westworth Hotel, when the chair was taken by Mr. Brooke Smith, who made an excellent chairman, paying a well-deserved tribute to Messrs. Crossley and McLellan for the splendid manner in which the meeting had been run. Speeches were also made by J. O. P. Bland and G. C. Moxon, on behalf of North and South China, respectively. A distinguished visitor was Sir Wilmot Lewis, known to his friends

(Continued on next column.)

LEAGUE TENNIS.

U.S.R.C. WITHDRAW FROM "B" DIVISION.

The Hon. Secretary of the Hong Kong Tennis League has informed us that the United Services Recreation have withdrawn from the tennis league ("B" Division). The reason is that, owing to the recent heavy rains, their courts have been temporarily put out of commission and as they have already a fairly long list of outstanding games, they have decided to withdraw.

It is to be noted, however, that they are still competing in the Mixed Doubles League.

SOUTH CHINA FOOTBALL TOURISTS.

TWO MORE VICTORIES IN JAVA.

Two further victories were recorded by the South China touring team in Java during the week-end.

On Saturday, playing a selected eleven at Semarang, a crowd of 10,000 witnessed a duel between the selected eleven's defence and the tourists' attack.

Lee Wai Tong opened the score and Chu Kwok Luen (the inside right, who during the last 7 matches had been practically a bystander so far as goal scoring was concerned) quickly added three, and further goals were scored by the other three forwards in the order named, Fung King, Cheung (2), Ip Pak Wah (1) and Cheung Siu Hong (1). South China finally won by 8-0.

On Sunday, competing against a Djocja selected team, the tourists ran out winners by the score of 6-3, the goal-scorers being: Chu Kwok Luen (2), Ip Pak Wah (2), and Tam Kwong Pak and Wong Ki Leung (1 each).

of yore as Bill Lewis, then of the N.C. Daily News and Manila Times, and now correspondent of The Times in Washington. His voice is as wonderful as ever and he, delighted the gathering with several old favourites. The speech of the evening was made by the Hon. Secretary, Mr. McLellan, whose effort surpassed even that of last year, being extremely clever, amusing, and to the point.

All who contemplate leave in 1932, whether golfers or otherwise, should not fail to notify Messrs. Crossley and McLellan and request to be included in this meeting, where they will be well catered for and where the golf course and surroundings are ideal.

A list of those attending the 1931 Meeting is appended:—

H. E. Arnold, E. Lester Arnold, T. S. Baker, E. I. M. Barrett, B. D. F. Beith, C. Bennett, O. Beswick, O. H. Blackburn, J. O. P. Bland, R. G. Buchanan, F. H. Bugbird, A. C. Clear, F. H. Crossley, S. H. Dodwell, J. C. Dyer, C. H. Falloon, H. G. Gardner, Leigh Garner, H. J. Gedgo, C. H. Goode, A. E. Griffin, H. Hancock, R. K. Harvey, G. H. Hastings, J. Hastings, C. H. P. Hay, D. O. Hutchinson, Sir Leslie Hudson, F. B. Jacob, H. D. C. Jones, H. H. Kopsch, D. Candale, F. Larkins, G. J. Larkins, W. E. Leckie, Sir Wilmot Lewis, H. W. Looker, N. C. Macgregor, E. F. Mackay, R. N. Macleod, H. A. J. Macray, E. W. Maitland, N. G. Maitland, H. M. Mann, C. A. McLellan, R. P. Melhuish, G. W. Millward, H. D. Morrison, G. C. Moxon, W. Neill, H. Ogilvie, P. Peebles, A. Ritchie, H. G. Simms, J. D. Smart, A. Brooke Smith, Leslie Smith, Sir Newton Stabb, R. E. Stewardson, E. Thomas, W. H. E. Thomas, H. M. Tibbey, Ed. White, R. E. Wilson, H. B. Woodford.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

A BASEBALL INCIDENT.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—The baseball season started in fitting manner on Saturday afternoon when the Japanese and Chinese outfits crossed bats at the Navy Field, Caroline Hill, and baseball fans were treated to some good play as neither side scored until the end of seventh. A true sporting spirit prevailed up till then, but when young Hachima crossed the plate to give the Nipponites victory by the only run scored during the match, an incident arose which was no credit to the party concerned.

Matty Chang, the Chinese catcher, stood firm over the plate although there was no chance at all of putting the runner out. The ball that had been returned had gone wild, and hit the netting in front of the grandstand. In order to make the run certain, the Japanese runner had to push Chang aside, which was quite justified under the circumstances. Then the row began. Cries of *Ta-kui* (hit him) came from all directions of the field after Chang had pushed Hachima away.

There might easily have been a free fight in which case the Japanese would have been in a bad way, so heavily were they outnumbered, but fortunately two American gentlemen intervened and put a stop to the quarrel.

I have been a follower of baseball for more years than I can remember and it seems to me that rows of this nature are continually cropping up when the Chinese and Japanese meet, and in all fairness to the latter, they are never the ones to start the quarrel. If this is what happens at baseball matches, then I can understand why the authorities are so reluctant about allotting the Baseball Association a permanent piece of ground. I think it is a pity that baseball fans who pay to see a ball game should have to put up with this sort of thing.

It is usual in the United States (the home of the old ball game) for players guilty of any foul play to be suspended. Let us hope the local association will also adopt the same measures to keep the game clean.—Yours etc.

BA44 FAN.

Hong Kong, June 29.

SWIMMING IN JAPAN.

WASEDA DEFEATS KEIO BY 80 POINTS TO 65.

Tokyo, June 22.—Waseda University's swimming team yesterday won the fifth contest against the strong aquatic squad from Keio University. Waseda scored 80 points against 65 for Keio.

Waseda made a clean sweep in the 400 metres free style event, and also won the 200 metres breast stroke race, in which second place went to Keio. The latter made a clean sweep in the 100 metres free style and also won this race over 200 metres.

The water polo contest was won by Waseda by a score of 6-2. Waseda also won the 800 metres relay, the 1,600 metres free style, and the 100 metres backstroke.

QUEEN'S CLUB TENNIS SERIES.

A FOREIGN MEN'S DOUBLES.

London, June 30.—The Queen's Club lawn tennis tournament was concluded today.

In the Men's Singles final, J. S. Olt beat E. Avery, 3/6, 6/4, 8/6. Mrs. Pittman won the Women's Singles, after a thrilling duel, defeating Mrs. L. A. Godfree by 6/7, 6/4.

In the final of the Men's Doubles, the Franco-German pair, Brugnon and Cramm, beat the Argentine pair, Boyd and Zappa, after a tense struggle. The score was 4/6, 6/4, 10/8, 4/6, 7/5. Boyd and Zappa had previously beaten the Irish giant, Littleton Rogers, who stands 6 ft. 10 in., and his Japanese partner, Hyotar. Satoh, in the semi-final by 8/6, 1/8, 7/5. The Argentines dropped the second set chiefly because of Zappa, who was tired. In the last set, Boyd and Zappa smashed brilliantly.

MANCHESTER'S LEAD IN ATHLETICS.

UNIVERSITY ATHLETIC CHAMPIONSHIP TAKEN FROM LONDON.

At Manchester, last month, London University lost the title of champion University of Great Britain and Ireland, which they have held without a break since 1924. This result was foreshadowed last year, when London retained the title by four points against the determined challenge of Manchester.

This year the issue had been even more doubtful, through the entry of strong teams by the National University of Ireland, and Christ's College, Cambridge. Prominent Light Blues such as J. E. Robins, T. B. L. Bryna and J. D. Wade were not, however, brought into action and Manchester won the championship, which they last held in 1919, when these meetings were instituted, scoring 60 points to London's 57½ points, Durham 41 points, and National University of Ireland 37 points.

The best performance of this year's meeting was undoubtedly, achieved by J. G. Helps (Oundle and Birmingham), who set up a new one mile record of 4 min. 21.2/5 sec., a time only six times beaten in the A.A.A. Open Championships since the War. Unfortunately W. J. Claydon (London) could not force the pace. Helps is developing very quickly and should be well among the first flight in the English Championship final next July.

Record in High Hurdles.

Almost as noteworthy as Helps' mile was the new 440 yards record of 50.2/5 sec., set up by J. E. B. Carr (Cranleigh and Manchester). Nothing has been heard of this boy since he figured as runner-up to Joe Simpson, of Oundle, in the Public Schools 400 yards Championship in 1928; but last Saturday he beat P. C. Moore, the Irish International, by four yards on soft turf, and he may yet make K. O. Brangwin travel to defend his A.A.A. title this year.

Another youngster who has come into his own is C. L. Napier (Sloane and London). In 1927 he tied in the Public Schools high jump at 5 ft. 5 in. with H. A. Simmons, the famous schoolboy international. On Saturday he halved the U.A.U. title at 5 ft. 11 in. with H. A. Maroney, another of the Irish internationals.

The one event in which the Cambridge Blues showed a very marked superiority was the pole vault. Here L. T. Bond, who was representing London, equalled his own U.A.U. record of 12 ft., beating his fellow Blues, P. B. B. Ogilvie and K. W. Martin, while the representatives of the Provincial Universities were not in the same class.

The final of the high hurdles produced perhaps the best thrill of a fine meeting; for, here, J. F. E. Bloss (London) was beaten only by a few inches by T. D. Phelan (Ireland) in the new record time of 15.83 sec.

It speaks well for the keenness of the competition in this year's U.A.U. Championships that only H. W. Clegg (Manchester), who retained both sprint titles, was found capable of winning a couple of events. The going was heavy and soft, and he is to be congratulated on returning 10.31 sec. for 100 yards and 22.75 sec. for the furlong.

and von Cramm beat the Argentine pair, Boyd and Zappa, after a tense struggle. The score was 4/6, 6/4, 10/8, 4/6, 7/5. Boyd and Zappa had previously beaten the Irish giant, Littleton Rogers, who stands 6 ft. 10 in., and his Japanese partner, Hyotar. Satoh, in the semi-final by 8/6, 1/8, 7/5. The Argentines dropped the second set chiefly because of Zappa, who was tired. In the last set, Boyd and Zappa smashed brilliantly.

In the final against Brugnon and von Cramm, Zappa was the dominating personality, but Boyd seemed to be out of form. In the first set, Zappa saved the set point ten times by marvellous retrieves.

SHAMROCK AGAIN.

FIFTH SUCCESSIVE FIRST.

Harwich.—Shamrock V. gained her fifth win in succession when the Royal Harwich Yacht Club brought their two-day fixture to a close. The green cutter made good going over the course and was never headed. Her record to date seems to prove that she is a faster boat than last year.

There was a fresh east by south breeze when the J Class boats Astra, Shamrock V. and Candida started. The two last-named were content to sail with one reef down, but Astra set her mainsails full. They were sent away at 10.30 to sail a course of two rounds about 40 miles. Shamrock had the weather both and crossed the starting line eight seconds after the gun, followed six seconds later by Astra with Candida last away 1 min. 55 sec. later.

It was a beat over a foul tide to the Beach End buoy where the green boat had 2½ min. in hand from Astra, Candida being a further half minute astern. They reached to the Cork Lightship in that order. They gybed and had another reach to the Lower Rough where Shamrock was 3 min. 45 sec. ahead of Astra and 4 min. 40 sec. of Candida.

Spinnakers were set for the run to the South West Bawdsey, after which they reached homewards as far as the Beach End, and then had a leading wind to the line.

Leading all the Way.

Shamrock had such a commanding lead that she did not set her spinnaker for the run to the home mark but the other two used their running sails. As they came through the line after one round of sailing the times were: Shamrock V. 12th 33m. 52s., Astra 12th 38m. 30s., Candida 12th 39m. 20s.

The last-named displayed a protest flag.

The leader and Astra both shook out reefs during the second round as the breeze slackened, but Shamrock now had the race well in hand, and came home an easy winner. Official times at the finish: Shamrock V. (winner), 2h. 49m. 19s.; Astra (2nd Prize), 2h. 54m. 49s.; Candida, 2h. 57m. 33s.

The second prize is subject to Candida's protest against Astra for an alleged infringement of the rules just before the starting gun. This protest will be heard in London later.

Only Hispania (Messrs. Egan) turned out in the 30 to 110 tons' race, and she sailed one round. The 12-metre event also resolved itself into a sail over for Flica. The 10 to 20 tons handicap was won by the Hon. E. G. Pretyman's Pilgrim, which finished at 2hr. 0min. 25sec. Vrouw Annetje, the only other starter, gave up.

Pauline sailed over in the small handicap. Cinders won the Orwell Corinthian and Walton combined class event, and I'm Alone the dinghies race.

GOLF COURSE TRAGEDY.

VICTIM IDENTIFIED.

Following the discovery of a dead man on a burning rubbish dump near the Mote Mount golf course at Mill Hill, N.W., two men were interviewed by detectives at Edgware Police Station, says a Home paper.

The dead man was identified as Edwin Albert Ayres, a middle-aged labourer, known locally as "The Sticker." He lived in a shack near the dump, and was one of the hundreds of men who have worked on the construction of the Watford and Barnet by-pass roads.

The cause of his death has not yet been definitely established. The left side of his face bore extensive bruises below the charred surface, as if he had been hit with some heavy weapon such as a hammer.

Sir Bernard Spilsbury, the pathologist, has made a post-mortem examination, and his report is awaited by Chief Constable Ashley, head of the O.L.D. Superintendent Cornish, one of the "Big Five" of Scotland Yard, and other police officers investigating the mystery.

DIVING FOR LOST TREASURE.

SEARCH FOR THE EGYPT'S GOLD.

Thrilling stories are told by Mr. David Scott of his experiences in the Italian salvage vessel Artiglio, which last year found the sunken P. & O. liner Egypt off Ushant at a depth of 400 feet.

On the chart of this dangerous region more than 50 wrecks are recorded, so it is not surprising that it took many months of patient sweeping before the right one was located through a drifting buoy, becoming entangled in it. Only the heavy steel diving equipment employed by the Italian salvors made work possible at such a depth. Always there was the fear that some disaster might overtake the diver far below, with whom constant touch was maintained by telephone.

Mr. Scott describes the operations in "Seventy Fathoms Deep" (Faber and Faber, 12s. 6d.).

The Diver's Task.

When the Egypt was found it took some time to make certain that she was the right ship. It was thought that the wreck lay a little to one side of the Artiglio as she lay over it, and the diver was at once given directions by telephone:

"Bargellini, I think you're alongside the wreck, on its starboard side if it lies like us. I'm going to lift you a little off the bottom and then move the ship to port. As soon as you see which way you're moving, keep a sharp look-out in front of you and watch for a change in the light."

"We have moved perhaps ten yards, crab-fashion, when we hear Bargellini's sharp call to halt. Gianni throws up his hand. The winches stop, sizzling. Amedeo puts check-lashings on the hawsers. 'What is it?'"

"I can see something ahead. It's black, and has a flat top. It may be a rock. Lower me a bit. 'Is that better, Bargellini?'"

"I'm close to the end of a ship's hull. I don't know whether it's the bow or the stern. It runs away straight on my left and seems to curve back on my right. I can only see about two yards each way."

£1,000,000 Treasure.

Thus, step by step, was the vessel's identity established, and the work of breaking through her decks to get down to the £1,000,000 of treasure in her bullion room began. But the season was too late to do much in 1930, and the Artiglio was employed during the winter in dispersing a sunken munition ship off Balleise.

Here, last December—through an error of judgment on the part of Gianni, the chief salvage officer of the Sorima Company—she was blown up in view of her consort, the Rostro. It is a tragedy that the skilled personal of the little ship should all have perished when they were within sight of the fruits of their labours; but it has not prevented the resumption of the work this month by a new Artiglio.

U.S. OCCUPATION OF HAITI.

CHAMBER DECLARES TREATY NON-EXISTENT.

AMERICA INSISTS ON ITS VALIDITY.

Port au Prince, June 19.—The Legislative Chamber of the Republic of Haiti to-day unanimously adopted a report declaring that the treaty between Haiti and the United States has been non-existent since 1926.

The Legislative Chamber requested President Stenio Vincent of Haiti to take immediate steps to end the "illegal occupation of Haiti" by United States Marines.

Under the treaty of 1910 the United States agreed to assist Haiti in the establishment and maintenance of a responsible, orderly Government. Haiti agreed not to increase her public debt without the consent of the United States. That treaty was ratified by the Haiti National Assembly.

Following a series of clashes in 1929, President Hoover sent to Haiti a commission headed by Mr. William Cameron Forbes, who is now the United States Ambassador to Japan. The commission recommended that American supervision in Haiti be ended as soon as the political situation warranted, that the American high commissioner be withdrawn and that an American diplomatic envoy be sent to Port au Prince in his stead. Americans were to be replaced in the insular government as soon as natives could be trained to carry on their work.

American Interests.

But America, recognizing the 1910 treaty, continues to supervise such work in Haiti such as collection and administration of customs, policing, sanitary construction, road building and education. America eventually plans to withdraw the Marines from Haiti but under arrangements which are to be made in the future when conditions warrant.

The action of the Legislative Chamber in declaring against the United States to-day caused considerable excitement here. What action President Vincent will take with regard to the demands of the legislators has not yet been indicated.

Treaty Considered Valid.

Washington, June 19.—Officials at the Department of State, commenting to-day on the demands made in Port au Prince by the Legislative Chamber that the treaty of 1910 between America and Haiti be declared non-existent since 1926, said that the United States will insist upon the validity of the 1910 agreement, which was duly signed and ratified.

The State Department said that America will insist upon maintaining Marines in Haiti and that she will continue to appoint and control the customs collector.

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FIVE-YEAR PLAN DOOMED.

STRIKING FACTS FROM RUSSIA.

OUTPUT BELOW SCHEDULE.

The Soviet Government announced over the wireless recently that it would take steps to stir Trotskyism, the great tractor factory in Stalingrad, to greater activity. The method chosen has not been to draft more skilled labour there, but to relieve each shift of workmen only when they have completed the tasks set them.

This generally means a twelve-hour day, and on one occasion recently involved a twenty-hour shift. The workmen, however, can comfort themselves with the knowledge that they are hailed as heroes of the Five Year Plan in the Soviet Press.

The failure of Soviet factories to work to schedule, the breakdown of transport facilities throughout Russia, and the general collapse of the Five Year Plan are emphasised in a Press interview with Mr. C. F. Smith, a British subject, who has recently returned from a ten months' engagement as organizer and instructor at the Stalingrad Tractor Plant.

"The Stalingrad Tractor Plant was designed and built to produce 154 tractors per working day," he stated. "It is equipped with the most modern automatic machinery, and has every facility for maintaining its scheduled production."

"Over 300 specialists from America were taken to Stalingrad to start the factory and instruct the workers and large quantities of tools were purchased abroad. The production scheduled in 1930 was originally 12,000 tractors, this being later modified to 5,000. The actual number of tractors produced was 1,002."

Schedule 35,000; Output 1,700.

"Production for the present year has been worse," he continued. "The official schedule, originally 50,000, has been reduced to 35,000, but the actual production up to the end of March was only 1,700."

"The number of workers has been cut down from 17,000 to 10,000, but even at the lower figure, and com-

puted at the lower wages prevailing, the cost per tractor during January and February of this year was over 3,000 roubles.

"This figure does not include the huge sum paid to the American specialists, nor the real depreciation of equipment because of unskilled labour and lack of proper lubricants is appalling, and at the present rate the entire equipment will have to be replaced within three of four years."

Mr. Smith explained that this failure is due, first, to the type of workmen employed, and next to the hopeless organisation of the factory. "Russians seem incapable of organising themselves, and staying organised, and there is a lack of trained engineers and workers," he said.

"Now that 85 per cent. of the Americans have returned home, the need for competent engineers will be more keenly felt than ever. By the present Russian educational methods an engineer is given three years' training; but 60 per cent. of his time is spent in political studies."

"So poorly equipped are these young engineers that the Americans sneeringly termed them 'apprentice boys.' There is a very poor spirit among the workers, who are insufficiently fed, poorly clad and housed, and who realise that they are working for nothing."

"The organisation of the factory has been seriously hampered by the breakdown of transport facilities throughout the country. At the factory itself authority has been decentralised and multiplied, with the result that everyone refuses to accept responsibility. The materials are of a poor quality, and American methods have proved unsuitable for Russian industry."

"At other factories the results have been similar to those I have mentioned; and while Stalin in his speeches has been saying that production of iron, steel, coal, &c., was far in excess of the Five Year Plan, many factories could not obtain half of their raw material requirements."

"Russia can by starving and degrading her whole population export enough raw material and farm produce to pay for these factories, but she cannot make these factories produce goods in quantities and of a quality that will pay for the vast expenditure involved."

GOVERNMENT HOUSE.

LAST WEEK'S ACTIVITIES.

SUNDAY, June 21.

His Excellency the Governor and Lady Peel moved to Mountain Lodge.

FRIDAY, June 25.

Commander Hatakeyama H.I.J. M.S. "Saga" paid an official call on His Excellency the Governor at Mountain Lodge.

Captain T.A.H. Colman A.D.C. representing His Excellency the Governor returned the calls of Captain de Corvette Bershand of the French Gunboat "Marno," and Commander "Hatakeyama H.I.J. M.S. "Saga."

SATURDAY, June 27.

Mr. A. E. Wood arrived at Mountain Lodge.

The following were the guests at dinner the Hon. Mr. Southern, the Hon. Mr. J. Scott, the Hon. Mr. and Mrs. Hallifax, Hon. Mr. and Mrs. Creney, Mr. and Mrs. Sayer, Comdr. and Lady Mary Barton, Mr. and Mrs. Hancock, Mr. and Mrs. North, Miss Hallifax, Miss H. Hancock, and Miss R. Hancock.

A TREASURE CHEST DUG UP.

BUT NO TREASURE.

Workmen repairing the foundations for a century-old building at the corner of Myddelton-square and Chadwell-street, near the Angel, Islington, found, when they had dug about 6ft. down, that their picks struck metal.

They shovelled away the earth and found a large iron-bound treasure chest, reminiscent of the days of Captain Kidd and obviously several centuries old.

Feverishly they released the earth around it and two men tugged at the hand-grips at each end. The chest refused to move.

With the help of two other men they got the chest out into the open. The locks were forced with a crowbar, but there were five heavy rust-encrusted bolts, each of which required several blows with a pick before they could be removed.

Two men tugged at the lid, but the lid refused to move. More work with the crowbar and the box flew open. It was empty.

"JUNE" TO RE-MARRY

READY TO BE AN EXILE.

LONDON CONTRACT CANCELLED.

"Exactly what I thought he would do!" said June indignantly when I read to her, over the long-distance telephone, the explanation published in *The Daily Mail* last month on behalf of Lord Inverclyde of his action to enjoin upon her perpetual silence regarding him, says a Press correspondent.

"So he desires," she repeated, "the removal of the public ignominy to which he has been cruelly exposed. Well, there's but one answer to that."

"In his Edinburgh court action I was accused of making libellous statements concerning him, but I contended that I could not be guilty of libel because if he had medical certificates to refute my charges he should have produced them in August of last year, when he knew that I was bringing the case. But he did not do so, and he has not done so until now."

Her Charge.

"He had the power in his hands to stop the case."

But he didn't. With the production of a medical certificate he could have stopped all publicity, but he didn't."

"My divorce charge will be filed here in Reno in 10 or 12 days. The charge will be 'extreme mental cruelty.'"

"The papers in the case will then be served on Lord Inverclyde. That will take two or three weeks. He has 40 days in which to oppose my divorce. If he doesn't oppose the divorce—and possibly if he does—I shall get my decree. I shall in any case see to it that the case is tried behind closed doors, so as to avoid unpleasant publicity."

"Then, when the decree is obtained in August, I fully intend to remarry. I quite understand that if I do remarry—I cannot return to England without exposing myself to a charge of bigamy. So I shall simply have to stay in this country."

"If Lord Inverclyde likes to do so he can bring a suit for divorce and I can go back to England, but if he wants to he can make me an exile."

Contract Release.

"In these circumstances I have asked to be released from my theatrical contract in London, on the ground that legal complications might arise under the conditions of my Reno divorce which would interfere with the show, with my happiness, and with my ability to do the show justice."

"I have obtained my release from the contract and shall not be returning to England until the whole matter is settled by Lord Inverclyde."

"Let me add that Lord Inverclyde has done many superfluous things besides issue an announcement that he would not be responsible for my debts. Well, I haven't any debts."

I called June's attention to an action brought yesterday in the Superior Court at Chicago challenging in the United States the validity of the lightning divorce decrees granted at Reno.

The wife of Mr. Schuyler C. Schwartz, heir to great wealth, is seeking an injunction against his taking action in Reno, whither he departed two weeks ago. Mrs. Schwartz declares that her husband is unable to obtain a decree in Illinois, but that he can easily dissolve his marriage for a slight and trivial cause in Reno, to the jeopardy of her marital rights.

She informs the courts that once he has secured a decree at Reno he intends to return to Chicago to resume his residence there. Her contention is that the new laws in Nevada have been drawn not for the residents of Nevada but for the benefit of citizens of other States, who are unable to obtain divorces at home.

June listened to the details of this case with interest, but said, "My only concern is with Nevada. (Continued at foot of next column.)"

JUDGE REBUKES SIR B. SPILSBURY.

"MAN'S LIFE IN PERIL."

Sir Bernard Spilsbury, the famous pathologist, was rebuked by Mr. Justice Charles at the Old Bailey for arriving late at a trial for murder at which he was to have given evidence.

Henry Frederick Andrews, a Southwark packer, was acquitted on a charge of killing his wife, the jury returning a verdict of "Not guilty" without hearing the defence.

Mr. Eustace Fulton, prosecuting, said that Sir Bernard Spilsbury, who conducted the post-mortem examination, was not present.

When Sir Bernard arrived, he went into the box, and was asked by the judge, "How is it that you were not able to get here?"

Sir Bernard: "I am extremely sorry. I had promised to give a lecture to the police."

Judge: "I am sure you realise that a lecture to the police is a less serious matter than giving evidence where a man is being tried for his life. Fortunately your colleague gave evidence which enabled us to arrive at a verdict. But in your absence that result might not have been arrived at, and a man's life might have been put in peril. I hope it will never happen again."

IMPORTS—PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Local market still dull with heavy stocks. Home prices advancing.

IRON AND STEEL—	QUOTATIONS.
Continental.	
Steel Nail Rods ...	per picul \$6.60
" Bars ...	5.45
" Pipes ...	5.45
" Rods ...	5.65
" Joists ...	5.80
" Sheets ...	10.50
" Plates ...	0.10
Small round rods ...	5.65
Hoops, black steel ...	7.40
" galvanised ...	18.00
Black Tubes 1/4" ...	Discount 70%
Wire Nails 1 1/2" ...	per picul 10.50
Galvan. corrugated sheets 24x60 1/2" ...	24x60 1/2" 26x60 1/2" 26x81 1/2"
Galvanised flat sheets 1/8" ...	1/8" 3/32" x 4' x 9' ... per lb. \$14.40
Galv. wire 18/22 ...	per picul 17.75

LEAD—

B.M. Spot ...	per picul \$15.90
To arrive ...	14.80
Australian ...	14.80
B.H.P. Spot ...	18.20
To arrive ...	15.10

TIN PLATES—

English L.C.W. 20" x 14" ...	per box \$18.80
Do. To arrive ...	15.80
English L.C.W. 18" x 14" ...	per box 17.00
Do. To arrive ...	16.40

American L.C.W. (Spot) 20" x 14" ...

100 lbs., 112 sheets ...	per box No stocks
American L.C.W. To arrive 20" x 14" ...	per box \$19.00
100 lbs., 112 sheets ...	per box \$19.00

Petroleum Products.

WHITE ROSE BRAND ...	per case \$8.08
COCK BRAND ...	7.89
COCK ...	2 tins 7.50
EAGLE BRAND ...	bulk 6.90
ROCKWELL MOTOR GAROLINE ...	case 11.15
SILVER LIGHT ...	7.80
CROWN BRAND ...	68 lbs. 2 tins 7.50
8 l. galls. 68 lbs. bulk 6.90	
CROSS BRAND ...	71 lbs. 2 tins 7.24
8 l. galls. 71 lbs. bulk 6.84	
LAMP GLASS ...	2 tins 7.35
SHELL MOTOR SPIRIT ...	case 11.15
" ...	2 tins 10.90
" ...	bulk 10.40
" ...	gallon (ex pump) 1.25
SCALE ...	case 7.89
YIN FOO ...	7.39
TEXACO MOTOR SPIRIT ...	11.15
" ...	per gal. ex pump 1.25

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MARKET—Very weak. Stocks are going lower.

AMERICAN PATENT ...	per sack \$4.47-4.50
" Straight ...	2.85-3.15
" Out of ...	2.85-3.50
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Canadian Cut off ...	3.15-3.30
" Straight ...	3.10-3.30
" Mixture ...	3.00-3.30
" 2nd Clear ...	2.90-3.30

STOCKS—

American ...	250,000 bags
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Australian ...	16,000 "
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WINDOW GLASS—	
Fair average sizes	
1/16" thick (18 oz.) ...	per box \$8.40
1/8" ...	17.20

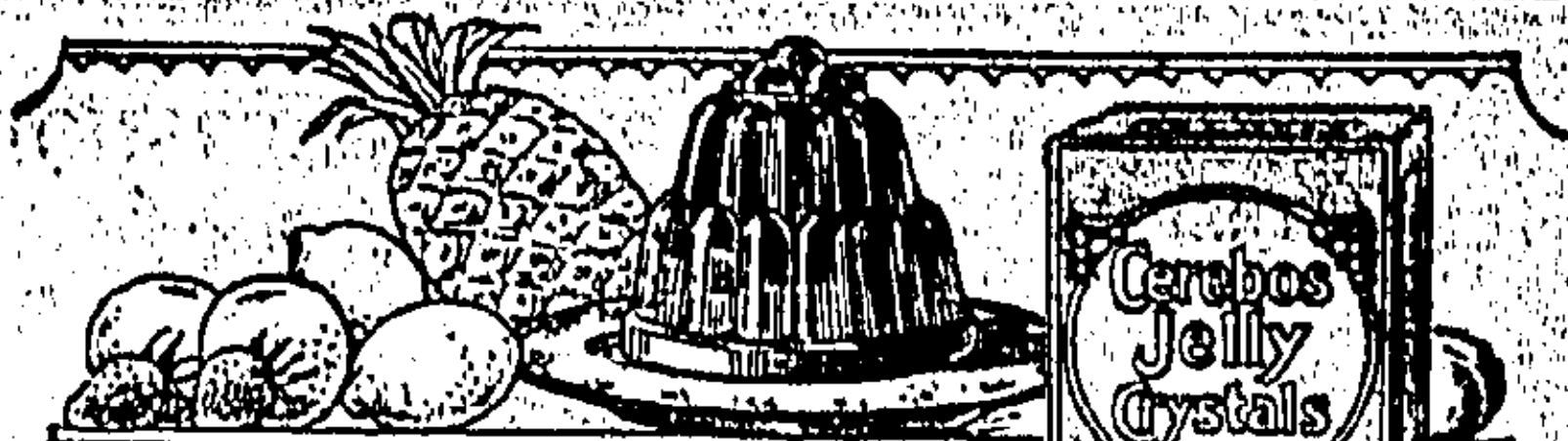
China, India and Straits Produce.

SUGAR—	Per Reported sales
Javanese ...	picul
Rough White ...	\$5.18-5.28 25,575.00
Do. ...	9.85-9.93 19,510.00
" ...	(To arrive) 105.00
Fine White ...	9.83 (Spot) 2,145.00
Rough Brown ...	8.05-8.78 (Spot) 2,677.00
Do. ...	8.65-8.78 (To arrive)

and England, and I shall remain

an exile unless after my remarriage

I can return home without exposing myself to the charge of bigamy."



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It is now possible, at no great additional cost, to introduce the charm of colour into ordinary concrete work. A new coloured cement is available—"Colorcrete"—which possesses the advantage of a permanent and standardised colour. The two colours available at the moment are buff and red. Concrete made with "Colorcrete" is not only much more beautiful than ordinary concrete but it has the strength and hardens just as rapidly as concrete made with "Ferrocrete," the rapid-hardening Portland cement. It gives in 4 days the strength of concrete made with ordinary Portland cement in 28 days.

"Colorcrete" is of considerable value for all concrete constructional work where permanent colour would be an advantage. It gives a concrete which harmonises perfectly with the natural surroundings, and which reduces glare due to the reflected rays of the sun.

Have the advantage of colour in constructional work by constructing in concrete made with "Colorcrete." Pavilions, bandstands, shelters and promenades; factories, bridges, municipal houses, carriageways and paths can all be beautified at very little extra cost by the use of this rapid-hardening coloured Portland cement—"Colorcrete."

COLORCRETE

ANTI-GLARE
COLOURED PORTLAND CEMENT

STOCKS CARRIED. SAMPLE ON APPLICATION.

Sole Agents:—

DODWELL & CO., LTD.

QUEEN'S BUILDING - - - HONG KONG.

'PHONE 28021.



CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
STEAMER "SOMALI"

ARRIVED HONG KONG on
28th JUNE, 1931.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, MALTA,
PORT SAID, ADEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed
and placed at their risk in the Hong Kong
and Kowloon Wharves and Godowns
Company's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and Delivery can be
obtained as the Goods are landed.

Optional Goods will be landed here
unless Instructions have been given to
the contrary Six hours before arrival of
the Steamer.

Goods not cleared within 8 days, in-
cluding date of arrival, will be subject to
Rent.

No Fire Insurance will be effected by
us in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee, and the Company's Surveyors,
Messrs. Goddard & Douglas, at 10 a.m.
on Mondays and Thursdays, within the
Free Storage period.

All Claims against the Steamer must be
presented to the Underwriter on or
before 15th July, 1931, or they will
not be recognized.

No Claims will be admitted after the
Goods have left the Godown.
MAKINNON, MAKENZIE & Co.,
Agents.

Hong Kong, 28th June, 1931. 1931

NORDDEUTSCHER LLOYD,
BREITENBURG.

THE Steamer
"SAARBUECKEN"
having arrived from BREMEN, HAM-
BURG and other Ports, Consignees of Cargo
are hereby notified that their Goods
are being landed at their risk into the
Godowns of the Hong Kong & Kowloon
Wharf and Godown Co., Ltd., Kowloon,
where Delivery can be obtained.

Consignees are further notified that
the Steamer "SAARBUECKEN" has
taken at HAMBURG and BREMEN
Through Cargo for HONG KONG, EX-
S.S. "HAGEN", S.S. "VICTOR", S.S.
"ORIENT", S.S. "SEAN", S.S. "FARONIA"
and S.S. "ELSTRA" from COPEN-
HAGEN, DANZIG, MAENTYLUO,
TO, HELSINGFORS, KOTKA and
GOTHENBURG.

All Goods remaining undelivered after
the 6th of July, 1931, will be subject
to Rent.

No Fire Insurance will be effected by
us in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee and the Company's Surveyors,
Messrs. Anderson & Aase, at 10 a.m. on
the 4th of July, 1931.

No Claim will be admitted after the
Goods have left the Godown and all
Claims must be presented within Two
Weeks of the Ship's arrival here, after
which date they will not be recognized.
Consignees are requested to surrender
their Bills of Lading to the Underwriter
for Counter-signature.

MELOERS & CO.,
Agents.

NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 28th June, 1931. 1932

PASSENGERS.

Arrivals.

The following passengers arrived
by the s.s. President Lincoln on
Saturday:—Mr. and Mrs. C.
Barros, Mr. P. Bush, Mr. R. B.
Guerrero, Mr. L. Guerrero, Mr. H.
E. Hudson, Mr. M. Mariano, Miss
J. P. Marshall, Master W. Mar-
shall, Miss J. W. Mayhew, Master
J. W. Mayhew, Miss Mary C.
Mooney, Mr. Ng Que, Master R. L.
Rodgers, Master E. Rodgers, Master
F. Rogers, Mr. A. S. Stickel, and
Mr. Y. B. Sung.

Per s.s. President Van Buren, on Sat-
urday, from Shanghai:—Mr.
Wm. N. Gray.

Per s.s. Suwa Maru, on Saturday,
from London and other ports:—Mr.
H. G. H. Mr. O. Nathalang, Mr.
Y. Nathalang, Mr. Chin Yam Ong,
Mr. Quek Cheng Kim, Mr. B.
Tanaka, Mrs. C. M. Upson, and
Mr. Wong Sik Hon.

SHIPPING MOVEMENTS.

The P. & O. s.s. Khyber left
Singapore for this port on the 28th
inst. at 8 a.m., with the outward
English mail, and is due here on
the 2nd prox. at about noon.

The R.M.S. Empress of Japan
arrived at Honolulu on June 25 at
11 a.m., left that port on June 28
at 10 a.m., and is due at Yokohama
on July 4. She will leave for Hong
Kong (via Kobe and Shanghai) the
same day.

What do
you want?

If there is anything
you want to buy or
sell, say so in our
classified advertisement.

25 words \$1.00 prepaid
for 3 insertions.

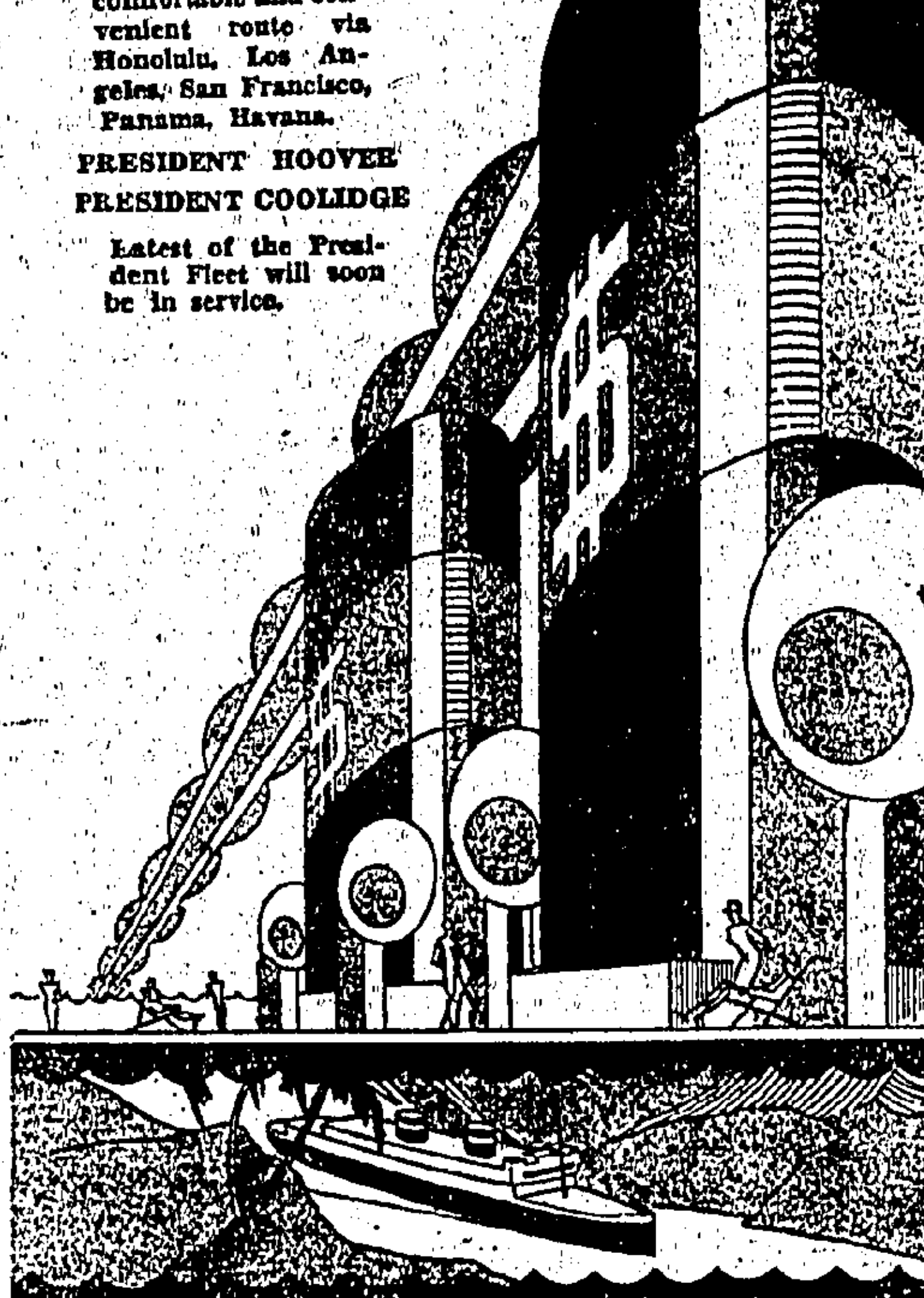
PANAMA-HAVANA-NEW-YORK

Places of Interest

atmosphere . . . On
your way to New
York the President
Liner Route is the
comfortable and con-
venient route via
Honolulu, Los An-
geles, San Francisco,
Panama, Havana.

PRESIDENT HOOVER
PRESIDENT COOLIDGE

Latest of the Presi-
dent Fleet will soon
be in service.



DOLLAR STEAMSHIP LINES

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID
Taking Cargo on through Bills of Lading to Fiume, Genoa, All
Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. "CARIGNANO"	30th June	12th July
S.S. "PILSNA"	30th June	12th July
S.S. "VENEZIA"	28th June	2nd Aug.
M.V. "HILDA"	27th July	30th Aug.
S.S. "TEVERE"	28th July	9th Aug.

* Passenger Steamers with First, Second and Second Economic Classes.
Outward Voyage to Shanghai only.

For Freight and Passages apply to—

DODWELL & CO., LTD.
Agents.

THE PERFECT HOLIDAY.

JAVA

Good hotels in cool mountain
resorts.

Good trains, excellent motor-
smoothing asphalt roads.

Regular daily air services.

Interesting native life.

BALI

HONG KONG—MANILA—MAKASSAR—BALI—SOERABAYA—
BATAVIA—HONG KONG.

FARE 244/5. Inclusive of Railway and Aeroplane Fares.

THOS. COOK
You may book with—
AMERICAN EXPRESS
JAYA-CHINA-JAPAN LIJN

TO BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJISALAK"	S.S. "TJILBOET"	S.S. "TJISAROA"
30th June	14th July	28th July

TO BALI via Manila—Makassar—Soerabaya back through Java
via Batavia.

M.S. "TJINEGARA"	S.S. "TJIBADAK"
7th July	21st July

TO AMOY AND SHANGHAI.

S.S. "TJISAROA"
4th July

For further particulars apply to—

JAYA-CHINA-JAPAN LIJN.

York Building. Telephone 28015.

DAILY SHARE QUOTATIONS

HONG KONG STOCK
EXCHANGE.

MONDAY,
JUNE 29.

Banks

Buyers	Sellers	Balance	Normal
\$1,980	\$1,990	\$1,975	
...

Insurance

Buyers	Sellers	Balance	Normal
...

Shipping

Buyers	Sellers	Balance	Normal
...

Mining

Buyers	Sellers	Balance	Normal
...

Buildings

Buyers	Sellers	Balance	Normal
...

Cotton Mills

Buyers	Sellers	Balance	Normal
...

Public Utilities

Buyers	Sellers	Balance	Normal
...

Industrial

Buyers	Sellers	Balance	Normal
...

Miscellaneous

Buyers	Sellers	Balance	Normal
...

LOCAL AND REGULAR OUTWARD MAILS.

FOR

WEEK DAYS.

SUNDAYS & HOLIDAYS

FOR

WEEK DAYS.

SUNDAYS & HOLIDAYS

FOR

WEEK DAYS.

SUNDAYS & HOLIDAYS

FOR

WEEK DAYS.

SUNDAYS & HOLIDAYS

FOR

WEEK DAYS.

SUNDAYS & HOLIDAYS

FOR

WEEK DAYS.

SUNDAYS & HOLIDAYS

FOREIGN MAILS

GENERAL HOLIDAY.

On Wednesday, 1st July, the General Post Office and Branch Post
Offices will be open from 8 a.m. to 9 a.m.

There will be no collection from the pillar-boxes and one delivery of
ordinary correspondence as on Sundays and one delivery of registered
correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic
address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded
"via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DATE
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 5th June) and EUROPE via SIBERIA (London, 11th June) ...	Pres. Jackson	30th June (Ship due 7 p.m.)
SHANGHAI and AMOY	Taiyuan	30th June
SHANGHAI and SWATOW	Singapore	1st July
MANILA	Emp. of Russia	1st July
JAPAN	St. Albans	1st July
CHINA and STRAITS	Sirdhana	1st July
AMOY and SWATOW	Oremer	1st July
JAVA and MANILA	Tylosco	1st July
SHANGHAI and EUROPE via SIBERIA (London, 18th June) ...	Adriatic	2nd July
EUROPE via SUEZ (Letters and Papers, London, 4th June and Parcel, 25th May) ...	Khyber	2nd July
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 11th June) ...	Tatula Maru	3rd July
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 13th June) ...	Pres. Madison	3rd July
AMERICA and MANILA	Nellors	4th July
JAPAN	Brian Maru	5th July
SHANGHAI and AMOY	Tyngara	5th July
STRAITS	Van Heuts	7th July
JAPAN and SHANGHAI	Athos II	7th July
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.C., 20th June) ...	Emp. of Japan	10th July
U.S.A., HONOLULU, JAPAN and SHANG- HAI (San Francisco, 15th June) ...	Pres. Garfield	11th July
U.S.A., HONOLULU, JAPAN and SHANG- HAI (San Francisco, 19th June) ...	Pres. McKinley	13th July

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes
earlier than the time given below unless otherwise stated, and
where mails are advertised to close at or before 9 a.m. registered
and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via Vancouver, B.C. —due Vancouver, B.C., 20th July, and EUROPE via Siberia	Helan Maru	Letters 8.20 a.m.
Java via Batavia	Tylosco	10.30 a.m.
Japan and South American Ports	Gyso Maru	10.30 a.m.
Straits and Malacca	Tatula	1.00 p.m.
Swatow, Amoy and Foochow	Hoihing	1.00 p.m.
Fort Bayard	Wing Wo	1.30 p.m.
Shanghai	Filena	2.30 p.m.
Saigon	Dorcy	2.30 p.m.
Manila	Pres. Jackson	4.30 p.m.
Hoihow, Pakhoi and Haiphong	Davies	5.00 p.m.

— JULY —

Wednesday, 1st.

Thursday, 2nd.

Friday, 3rd.

Saturday, 4th.

Sunday, 5th.

Monday, 6th.

Tuesday, 7th.

Wednesday, 8th.

Thursday, 9th.

Friday, 10th.

Saturday, 11th.

Sunday, 12th.

Monday, 13th.

Tuesday, 14th.

Wednesday, 15th.

Thursday, 16th.

Friday, 17th.

Saturday, 18th.

Sunday, 19th.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 30th June, 2.30 p.m.
HONGKONG & BANGKOK	"KWEIYANG"	On 1st July, Noon
SHANGHAI, NEWCHANG & DALNY	"TIAN"	On 1st July, 5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 2nd July, D.L.
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 2nd July, Noon
HONGKONG & BANGKOK	"NANCHANG"	On 3rd July, 8 a.m.
SWATOW & SHANGHAI	"KUNGHOW"	On 3rd July, 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANSUN"	On 5th July, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 5th July, 3 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 6th July, 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 7th July, 3 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 7th July, 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 8th July, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHOW"	On 12th July, 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 17th July, Noon
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 3 p.m.

* Sails from Taikoo Dock.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, Telephone 30331.

AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday, 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNNER) FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESS CARRIAGE.

See Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £76 RETURN.

LONDON (via Australia) from £136-15-0.

(Australia Newsprint on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	10th July	17th July	30th July	5th Aug.
CHANGTE	11th Aug.	18th Aug.	31st Sept.	6th Oct.
TAIPING	8th Sept.	15th Sept.	18th Oct.	4th Nov.
CHANGTE	9th Oct.	20th Oct.	23rd Oct.	8th Nov.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "PERU"

on or about 6th JULY

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTI PORTS.

SAILING LIST.

SHANGHAI, etc.

CONFIDENT, etc.

M.S. "Peru"	...	8th July
M.S. "Africa"	...	28th July
M.S. "Annam"	80th July	30th August
M.S. "Danmark"	28th August	28th September
M.S. "Java"	28th Sept.	28th Oct.
M.S. "Malaya"	28th Oct.	28th Nov.
M.S. "Africa"	28th Nov.	28th Dec.

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

MERCHANTS BANK BUILDING, Agents.

Telephone 24071.

[41]

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND
NEW YORK

CALLING AT NAPLES

JAVANESE PRINCE ... Aug. 2nd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

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Telegrams: Furness.



KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 2nd July, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

In connection with the Royal Packet, N.V. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

For Passage, apply—

JAVA-CHINA-JAPAN-LIJN.

Telephone 28015. 700 Building, Queen's Road.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HGA. FEET	TIME	JUNE 28, 1931.		WIND	WIND (Beaufort)	WIND (Miles per hour)	JUNE 29, 1931.		WIND	WIND (Beaufort)	WIND (Miles per hour)
			Barometer at Sea Level	Thermometer				Barometer at Sea Level	Thermometer			
Wladivostok	12	29.57	751.1	63	NNE	0	0	29.60	751.7	SSW	0	0
Nemuro	11	29.67	753.5	...	NNE	0	0	29.69	751.5	SSW	0	0
Hakodate	...	29.61	752.0	...	ESE	2	2	29.45	748.0	...	...	...
Tokio	...	29.61	752.0	...	SSE	2	2	29.63	750.0	...	...	...
Kochi	...	29.61	752.0	...	ESE	1	1	29.65	753.0	...	...	...
Nagasaki	...	29.69	754.0	...	SE	1	1	29.69	754.0	SW	0	0
Kagoshima	...	29.70	754.5	...	WNW	1	1	29.69	754.0	...	...	...
Oshima	...	29.80	757.0	...	S	3	3	29.78	756.5	...	...	...
Naha	...	29.78	756.5	...	SSW	1	1	29.78	756.0	SSW	2	2
Ishigakijima	...	...	...	...	...	...	...	29.88	758.5	SW	2	2
Bonin Island	...	29.62	752.3	75	E	2	2	29.64	752.8	...	...	...
Chafco	14	29.59	751.7	94	WSW	2	2	29.62	752.3	...	...	...
Shanghai	...	29.67	759.6	82	SSE	1	1	29.67	758.6	SSW	2	2
Gutzlaff	...	...	...	...	S	2	2	29.85	758.0	...	...	...
Wenchow	...	29.75	755.6	81	S	2	2	29.70	755.9	SW	2	2
Poochow	...	...	...	...	...	...	...	...	...	...	...	...
Amoy	...	...	...	...	...	...	...	...	...	...	...	...
Swatow	...	29.78	756.6	83	...	0	0	29.75	755.6	...	...	...
Taihook	11	29.63	757.4	85	SSW	2	2	29.77	756.1	...	...	...
Taihu	...	29.81	757.1	88	WNW	2	2	29.79	756.5	SE	2	2
Tainan	...	...	...	...	...	...	...	29.78	756.3	...	...	...
Keshun	...	...	...	...	...	...	...	29.76	756.0	...	...	...
Pescadore	...	29.72	754.9	85	SSW	3	3	29.70	754.4	...	...	...
Hong Kong	14	29.72	754.9	84	SSW	4	4	29.70	754.3	SSW	4	4
Cap Rock	...	29.69	754.2	83	SW	4	4	29.66	753.8	...	...	...
Macao	...	...	...	...	...	...	...	...	...	...	...	...
Hoihow	...	29.78	756.3	91	S	2	2	29.75	755.6	...	...	...
Pratas Island	...	29.57	751.2	94	SSW	8	8	29.58	750.1	SSW	8	8
Phulien	16	29.67	755.5	91	ESE	2	2	29.66	753.3	SSW	4	4
Tourane	...	29.80	757.0	89	SE	2	2	29.88	757.6	SW	4	4
Cape St. James	...	29.76	755.9	91	SE	2	2	29.78	756.0	...	...	...
Daeco	14	29.73	755.2	91	NNE	0	0	29.78	756.5	...	...	...
Aparri	...	29.70	754.3	89	N	0	0	29.78	756.4	...	...	...
Tuguegarao	...	29.73	755.2	91	NW	4	4	29.79	756.7	...	...	...
Vigan	...	29.78	756.4	91	NNE	2	2	29.79	756.6	...	...	...
Manila	...	29.75	755.8	91	NNE	0	0	29.83	757.0	NNE	2	2
Legaspi	...	29.76	756.0	86	SSW	2	2	29.82	757.3	W	2	2
Calbayog	...	29.75	755.8	91	E	4	4	29.82	757.4	...	...	...
Talotlan	...	29.79	756.6	91	SW	4	4	29.81	757.2	...	...	...
Boile	...	29.74	755.4	86	SE	2	2	29.81	757.2	...	...	...
Cebu	...	29.74	755.5	91	N	2	2	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...
Batavia	11.00	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.81	757.2	...	SW	2	2	4.22	29.88	...	...	...
Yap	11.00	29.81	757.2	...	...	0	0	...	...	...	...	...
Palau	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.81	757.2	86	W	4	4	29.84	757.9	NE	...	...

June 29d. 10A. 38m.—The northern depression has deepened and moved E. to Hakodate. The depression N.W. of Hanoi has also deepened. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1, 36.58 inches, against an average of 38.47 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JUNE 30.

- 1.—Shanghai to Turnabout ... S. or variable winds, moderate to light; generally cloudy.
- 2.—Turnabout to Hong Kong ... S.W. winds, moderate; fair.
- 3.—Hong Kong to Cap Rock ... S.W. winds, moderate; generally overcast, rain.
- 4.—Hong Kong to Hainan Straits ... S.W. winds, moderate; generally overcast, rain.
- 5.—North China Sea ... S. winds, moderate; fair.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 29.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.69	29.73	29.67
Temperature	84	85	84
Humidity	80	79	79
Wind	SSW	SSW	SW
Direction	SSW	SSW	SW
Force	0	0	1
Weather	0	0	1
Rain	0.03	0.01	0.00

Highest open-air Temperature, 23.85.
Lowest open-air Temperature, 23.83.

B=Blue; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

DONT FORGET

THAT WHEN
You are at Home
you can get the
HONG KONG
DAILY PRESS
at SELFRIDGES.

HONG KONG TIDE TABLE.

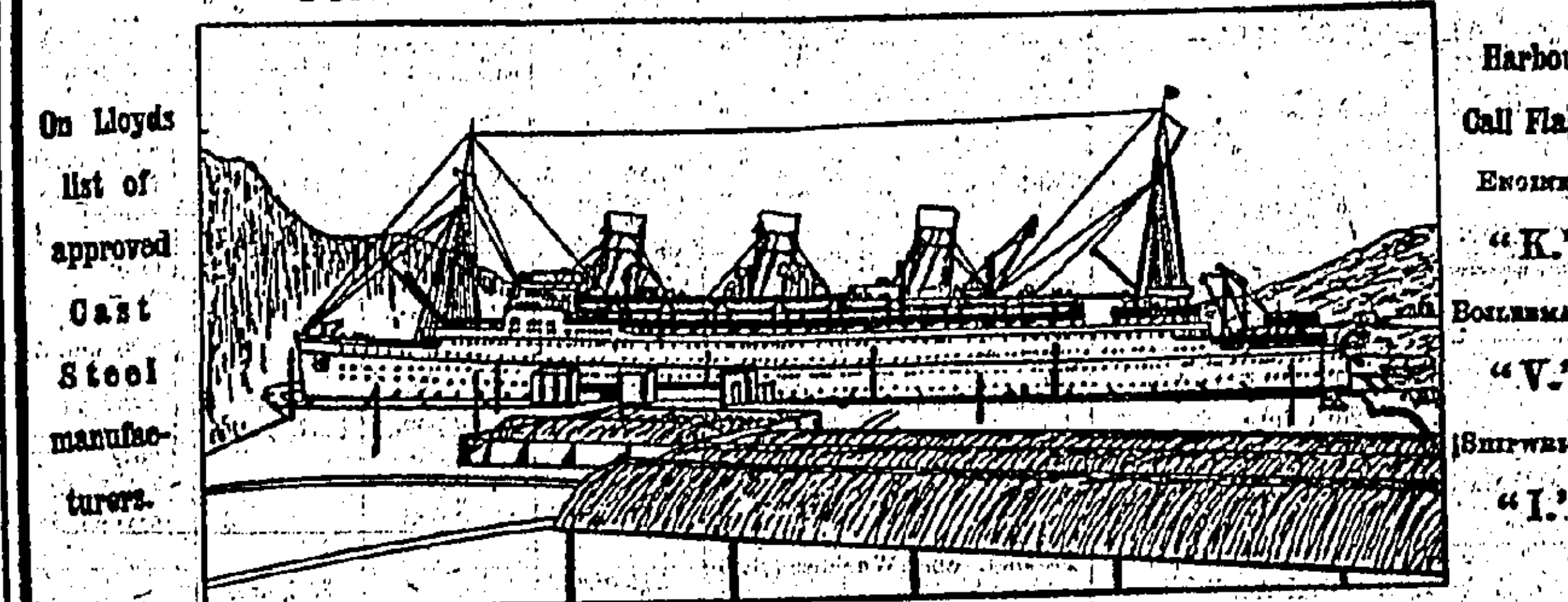
From June 30 to July 6, 1931.

Days of Week	Date of Month	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Tue.	30	h. m. 03 50	7 0	h. m. 02 05	3 3
Wed.	1	h. m. 03 33	7 8	h. m. 02 40	3 8
Thur.	2	h. m. 03 14	7 7	h. m. 02 20	3 6
Fri.	3	h. m. 02 55	7 4	h. m. 02 00	3 3
Sat.	4	h. m. 02 36	7 1	h. m. 01 40	3 0
Sun.	5	h. m. 02 17	6 8	h. m. 01 20	2 7
Mon.	6	h. m. 01 58	6 5	h. m. 01 00	2 4

THE HONGKONG & WHAMPOA DOCK CO., LTD.,

Head Office and Works:

Telegrams: "MANUFACTURE, HONGKONG." KOWLOON, HONG KONG. Telephone: 28020. Kowloon Dock 58053.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPERESS OF JAPAN."

In No. 1 Dock—Dims. 666'-0" O.A. x 83'-6" x 43'-0" Mid.—26,000 tons gross.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG" "HOPBANG" "FOOSHING" "KWAISANG"	Wed., 1st July, at 10 a.m. Sun., 5th July, at 10 a.m. Wed., 8th July, at 10 a.m. Sun., 12th July, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "SUISANG" "KUTSANG"	Thurs., 9th July, at 3 p.m. Sat., 11th July, at 3 p.m.
OSAKA via AMOI, SHAL & KOBE	"KUTSANG"	Satur., 18th July, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"HOSANG" "YUENSANG"	Tues., 28th July, at 7 a.m. Wed., 5th Aug., at 7 a.m.
SANDAKAN	"HINSANG" "YUSANG" "MAUSANG"	Wed., 1st July, at 3 p.m. Satur., 4th July, at Noon Sun., 19th July, at 10 a.m.
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSHING" "CHIPSANG"	Fri., 3rd July, at 7 a.m. Fri., 10th July, at 7 a.m.

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FRIDAY, 3rd July
NOON
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Victoria and Vancouver
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Shanghai—Nagasaki—Kobe
and
Yokohama.



EMPEROR OF RUSSIA
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travelling companions—international atmosphere,
countless diversions World famous Cuisine and
Service.

TO MANILA

EMPEROR OF JAPAN ... July 10

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Canadian Pacific

Telephones: Passenger 20752, Cable Address: GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.



REDUCE THROUGH TICKETS TO EUROPE via U.S.A.
VARYING FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TATSUTA MARU ... Wednesday, 8th July
SHINYO MARU ... Tuesday, 21st July
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU ... Tuesday, 28th July
HIYE MARU ... Tuesday, 28th Aug.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
HAKONE MARU ... Saturday, 11th July
YABUKUNI MARU ... Monday, 27th July
SYDNEY & MELBOURNE via Manila & Pors.
KAMO MARU ... Saturday, 25th July
KITANO MARU ... Saturday, 22nd Aug.
BOMBAY via Singapore, Penang & Colombo.
TANGO MARU ... Saturday, 11th July
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
HEIYO MARU ... Tuesday, 28th July
NEW YORK, BOSTON via PANAMA.
TATSUNO MARU ... Monday, 13th July
LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
DURBAN MARU ... Sunday, 19th July
CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU ... Wednesday, 1st July
GENOA MARU ... Tuesday, 7th July
SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU (Kobe direct) ... Thursday, 2nd July
RANGCON MARU (Mojito direct) ... Monday, 6th July
FUSEMI MARU ... Saturday, 11th July
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For further information, apply to—
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FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
ATHOS II ... 7th July
D'ARTAGNAN ... 21st July
ANDRE LEBON ... 4th Aug.
ANGERS ... 18th Aug.
G. METZINGER ... 1st Sept.
SPHINX ... 16th Sept.
PORTHOS ... 28th Sept.
CHENONCEAUX ... 16th Oct.
To YOKOHAMA via Shanghai and Kobe.
ANDRE LEBON ... 7th July
ANGERS ... 21st July
G. METZINGER ... 4th Aug.
SPHINX ... 18th Aug.
PORTHOS ... 1st Sept.
CHENONCEAUX ... 16th Sept.
ATHOS II ... 28th Sept.
D'ARTAGNAN ... 13th Oct.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

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Shipping News

Daily Statement, Waterfront News.
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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 18,500 TONS;
THROUGH CARGO
10,100 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for H.K.	Through Ports.
Suiyang, Canton	—	350
Kingyuan, Canton	—	1,083
Kwangchow, Swatow	1,508	—
Teau, Amoy	500	500
Hydrangea, Swatow	168	—
Hopang, Swatow	267	1,283
Haiching, Swatow	110	—
	2,551	2,921

Dutch
Tjialak, Amoy — 5,774

Norwegian
Graciosa, Saigon 2,960

Norviken, Hoihow 2,912

Portuguese
Wing Wo, K. C. Wan 210

Japanese
Iyo Maru, Singapore 57 6,145

Ginyo Maru, Nagasaki 127 —

Kumakata Maru, Keelung 700 950

Haroshi Maru, Keelung 380 1,317

Sensan Maru, Newchwang 1,850 2,000

Shun Chih, Saigon 2,000 —

Tak Hing, Amoy 1 —

Cheung On, Shanmei 50 —

Total 13,768 19,107

SHIPS IN HARBOUR

The following ships were in port yesterday:—

Wharves:—Kowloon: Saarbruecken, Suisang, Talma; Jardine Matheson's: Hopang; Douglas Laprak; Haiching; Saikong; Wing Wo.
Docks:—Kowloon: Shinyo Maru, Limchow, Triva, Sui An, Kainoi, Yatshing; Taikeo; Nanchang, Fashan, Shing Cheong, Kwangtung.
Boys:—A2 Tjialak, A4 Tjialak, A6 Ginyo Maru, A7 Iyo Maru, A8 Pong Tong, B3 Kwangchow, B5 Michael Jensen, B6 Tean, B14 Kweiyang, B15 Kaying, B16 Hiram, B17 Haller, B18 Graciosa, B19 Norviken, B20 Suiyang, B22 Tjialak, B23 Tjialak, B24 Tjialak, B25 Tjialak, B26 Tjialak, B27 Tjialak, B28 Tjialak, B29 Tjialak, B30 Tjialak, B31 Tjialak, B32 Tjialak, B33 Tjialak, B34 Tjialak, B35 Tjialak, B36 Tjialak, B37 Tjialak, B38 Tjialak, B39 Tjialak, B40 Tjialak, B41 Tjialak, B42 Tjialak, B43 Tjialak, B44 Tjialak, B45 Tjialak, B46 Tjialak, B47 Tjialak, B48 Tjialak, B49 Tjialak, B50 Tjialak, B51 Tjialak, B52 Tjialak, B53 Tjialak, B54 Tjialak, B55 Tjialak, B56 Tjialak, B57 Tjialak, B58 Tjialak, B59 Tjialak, B60 Tjialak, B61 Tjialak, B62 Tjialak, B63 Tjialak, B64 Tjialak, B65 Tjialak, B66 Tjialak, B67 Tjialak, B68 Tjialak, B69 Tjialak, B70 Tjialak, B71 Tjialak, B72 Tjialak, B73 Tjialak, B74 Tjialak, B75 Tjialak, B76 Tjialak, B77 Tjialak, B78 Tjialak, B79 Tjialak, B80 Tjialak, B81 Tjialak, B82 Tjialak, B83 Tjialak, B84 Tjialak, B85 Tjialak, B86 Tjialak, B87 Tjialak, B88 Tjialak, B89 Tjialak, B90 Tjialak, B91 Tjialak, B92 Tjialak, B93 Tjialak, B94 Tjialak, B95 Tjialak, B96 Tjialak, B97 Tjialak, B98 Tjialak, B99 Tjialak, B100 Tjialak.

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	7	6
Dutch	1	0
Norwegian	2	2
Portuguese	1	0
Japanese	5	2
Chinese	3	2
French	0	1
Total	19	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Suiyang (British) Canton	74
Hydrangea (British) Swatow	291
Haiching (British) Foochow	265
Tjialak (Dutch) Batavia	157
Amoy (Norwegian) Singapore	694
Iyo Maru (Jap.) Bombay	76
Shun Chih (Chinese) Saigon	467
Total	2,134

ARRIVALS.

June 29.

Gertrude Maersk, Danish str., 3,155 tons, Capt. Nielsen, from Manila, buoy No. A11—Jobson & Co.

Hopang, British str., 1,359 tons, Capt. P. R. Gay-Cuming, from Swatow, West Point Wharf—J. M. & Co.

Main, German str., 4,741 tons, Capt. Nahn, from Shanghai, buoy No. A1—Melchers & Co.

Shun Chih, Chinese str., 1,251 tons, Capt. T. Thorbjornsen, from Saigon, buoy No. C3—Chang Tong Ha.

Suiyang, British str., 1,504 tons, Capt. J. M. Byrne, from Canton, buoy No. B20—B. & S.

June 28.

Ginyo Maru, Japanese str., 6,128 tons, Capt. S. Fujimura, from Nagasaki, buoy No. A6—N.Y.K.

Graciosa, Norwegian str., 1,775 tons, Capt. A. Markussen, from Saigon, buoy No. B19—Thoresen & Co.

Hiroshi Maru No. 3, Japanese str., 910 tons, Capt. Y. Okada, from Keelung, Yaumati Anchorage—M.B.K.

Iyo Maru, Japanese str., 3,667 tons, Capt. K. Uyeno, from Singapore, buoy No. A7—N.Y.K.

Kwangchow, British str., 1,572 tons, Capt. C. B. L. Stringer, from Swatow, buoy No. B3—B. & S.

Norviken, Norwegian str., 1,770 tons, Capt. F. E. Ulstad, from Hoihow, buoy No. B19—Bottle Brothers.

Sensan Maru, Japanese str., 1,588 tons, Capt. S. Miyazaki, from Newchwang, Yaumati Anchorage—D.K.K.

Tean, British str., 1,351 tons, Capt. J. Pringle, from Amoy, buoy No. B9—B. & S.

Tjialak, Dutch str., 3,013 tons, Capt. P. Meerman, from Amoy, buoy No. A2—J.C.J.L.

(Continued on next Column.)

CLEARANCE.

June 29.

Ginyo Maru, for Moji.

Hiroshi Maru No. 3, for Canton.

Hopang, for Canton.

Hydrangea, for Swatow.

Iyo Maru, for Shanghai.

Main, for Saigon.

Michael Jensen, for Hoihow.

Saarbruecken, for Shanghai.

Sensan Maru, for Canton.

Suisang, for Amoy.

Suiyang, for Swatow.

Tamaba, for San Pedro.

Tean, for Canton.

Tjialak, for Batavia.

Tonjer, for Canton.

DISTANCE-FINDING SIGNALS.

FOR PACIFIC COAST.

Combined radio and sound signals, permitting the navigators of vessels to calculate their distance from definite points even in time of fog when all objects are blotted out, are to be introduced on the Pacific Coast, according to the Lighthouse Service. Similar signals have been in operation on the Atlantic Coast and upon the Great Lakes, and it is now planned to make a test on the West Coast, at Blunts Reef Lightship, near Cape Mendocino, Calif. While the system of radiobeacons operated by the Lighthouse Service makes it possible to fix the exact position of a ship even in time of fog, a radiocompass is necessary for the reception of these signals. With the new signals, however, observations for distance only may be made with the conventional type of wireless receiving set which is usually installed aboard ship, should a radiocompass not be available.

A vessel approaching Blunts Reef in fog is able to pick up a radiobeacon signal on the radiocompass or on the radio set. Listening to the series of dots and dashes, he will distinguish, at definite intervals, a long dash. Noting the time this dash terminates, he will listen for the blowing of the fog signal. This, too, will have special blasts sounding at intervals. The time elapsing between the ending of the radiobeacon signal and the sending of the fog signal is low.

The new signals will be useful in another way also, informing mariners if fog prevails near the lightship when they are still many miles away. If the radiobeacon signal is broadcast without the periodical sending of a long dash, it is an indication that the visibility is good at the lightship. If the special long-dash characteristic is present the visibility is low.

Tamaba, British str., 4,047 tons, Capt. J. W. Henderson, from San Pedro, Laichikok Anchorage—Standard Oil Co.
Wing Wo, Portuguese str., 1,405 tons, Capt. L. D. de Lemos, from K. C. Wan, Saikong Wharf—Wo Hop & Co.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND, LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTS, NIGHTLY DIRECT ROYAL MAIL STEAMERS.
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Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,000	4th July, Noon	Manila, L'don, B'dm, A'werp, Hull
"MIRZAPUR"	6,700	5th July	Strait, Colombo & Bombay
"RAWALPINDI"	17,000	18th July	Bombay, Marseilles & London
"PERIM"	7,700	25th July	Marseilles, Havre, London
"KHYBER"	9,000	1st Aug.	B'dm, L'don, B'dm, A'werp, Hull
"SOMALI"	6,800	8th Aug.	Manila, L'don, B'dm, A'werp, Hull
"RAJPUTANA"	17,000	15th Aug.	Bombay, Marseilles & London
"PADUA"	6,000	22nd Aug.	Manila, L'don, B'dm, A'werp, Hull
"KARMALA"	9,000	29th Aug.	Manila, L'don, B'dm, A'werp, Hull
"CATHAY"	15,000	12th Sept.	Bombay, Marseilles & London
"SOUDAN"	6,800	16th Sept.	Manila, L'don, B'dm, A'werp, Hull
"KALYAN"	9,000	23rd Sept.	Bombay, Marseilles & London
"MANTUA"	11,000	10th Oct.	Manila, L'don, B'dm, A'werp, Hull
"BURDWAN"	6,500	17th Oct.	Manila, L'don, B'dm, A'werp, Hull
"KASHMIR"	9,000	24th Oct.	Manila, L'don, B'dm, A'werp, Hull
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles & London
"MACEDONIA"	11,000	21st Nov.	Marseilles and London

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APOAR SAILINGS

"TALMA"	10,000	30th June, 3 p.m.	Singapore, Penang & Calcutta
"TAKADA"	7,000	11th July	do.
"SIRDHANA"	8,000	28th July	do.

* Calls Port Swettenham.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	5,000	2nd July, Noon	Manila, Rabaul, Brisbane
"NELLGORE"	7,000	1st Aug.	Sydney and Melbourne
"TANDA"	7,000	8th Aug.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

"SIRDHANA"	8,000	2nd July, D.L.	Amoy, Moji, Kobe, Y'hama & Osaka
"KHYBER"	9,000	3rd July	Shanghai, Moji, Kobe & Yokohama
"NELLGORE"	7,000	8th July	Shanghai, Moji, Kobe, Osaka & Y'hama
"TALMA"	10,000	17th July	Amoy, S'hai, Moji, Kobe & Osaka
"RAJPUTANA"	17,000	17th July	Shanghai, Moji, Kobe & Osaka
"SANTHIA"	5,000	31st July	Amoy, Moji, Kobe & Osaka
"KARMALA"	9,000	31st July	Shanghai, Moji, Kobe, Osaka & Y'hama
"TANDA"	7,000	7th Aug.	Shanghai, Moji, Kobe & Yokohama
"SOUDAN"	6,800	8th Aug.	Amoy, Moji, Kobe & Osaka
"CATHAY"	15,000	14th Aug.	Shanghai, Moji, Kobe & Yokohama
"TALMA"	10,000	14th Aug.	Shanghai, Moji, Kobe & Yokohama
"KALYAN"	9,000	25th Aug.	Shanghai, Moji, Kobe & Yokohama
"MANTUA"	11,000	25th Aug.	Amoy, Moji, Kobe & Osaka
"KASHMIR"	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama
"NALDERA"	16,000	10th Oct.	Shanghai, Moji, Kobe & Y'hama
"MACEDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y'hama
"RAJPUTANA"	17,000	7th Nov.	Shanghai, Moji, Kobe & Yokohama

* Cargo only. † Calls Nagoya.

All dates are approximate and subject to alteration without notice. Passengers for Hongkong must defray their own hotel expenses at Singapore while awaiting the carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

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UNITED KINGDOM & CONTINENT ... ELLERMAN LINE

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 18th July

M.V.

